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The Hongkong Telegraph

WEDNESDAY, DECEMBER 17, 1924 日登廿月登十

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For 1925
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NORTH POINT SCHEME.

ASPECTS OF A BIG TASK.

A GROWING CAMP OF INDUSTRY.

To enter nowadays on that stretch of the main road extending from the Electric Power Plant to the Sugar Refinery at Quarry Bay is to come upon a scene of unusual activity, contrasting with the quietness of former days when vegetation still luxuriated in abundance on the hillside to gladden the eyes of the passing motorist and the bathos could enjoy his dip and be still at ease in quiet surroundings. This aspect has now changed as pick and dynamite are at work on the once picturesque hillside. Under the onslaughts of an army of men, the hills are gradually receding inland, and the vacated area occupied by a busy industrial camp.

Railway lines run criss-cross in all directions and from every side have sprung up huts and engine houses—all just so many cogs in the mighty machinery that is to win back a parcel of land from the sea.

Whatever little regret may be felt at the disappearance of one of the Colony's beauty spots, the sentiment soon gives way to bright anticipation of the hopes that are held out for the morrow; for the change that has come over the face of things at North Point has in it the promise of a bigger prosperity for the Colony. We are reminded of the benefits which will accrue to shipping and industry from the completion of this big task.

Of the details of this North Point scheme the public has hitherto been informed from time to time; but it was only quite recently that the fact was known that the original project of building wharves had been thrown over in favour of a long quay wall. According to present plans, this wall is to extend for the whole of the sea-frontage to be reclaimed, to a distance of 1,700 feet, with a sufficient depth of water at low tide to accommodate ocean-going liners.

Whilst a new district is being thus opened up by the cutting away of the spurs in the hill range here, reclamation work at the waterside has so far advanced as to enable the first huge block of the quay wall to be laid. This was done with appropriate pomp and ceremony toward the end of last month when the first stage was marked in the work entrusted to the Netherlands Harbour Works Company.

JOINT LABOUR.

It should be explained here that the enterprise is in the hands of two different contracting firms—that whilst the reclamation work has been entrusted to a Chinese company of local standing, the more difficult task of building the sea-wall and carrying out the dredging operations in connection with it has been contracted for by the Netherlands Harbour Works Company, which can point to the construction of Chefoo Harbour and the present reclamation project at Macao as amongst its recent achievements. Commencing from August of this year, two years are stipulated in the contract for completion of the sea-wall at a cost to Mr. Kwik Djong-ang, the originator of the scheme, at a fraction short of two million dollars. Meantime the work has been fairly entered upon, with that thorough regard for details of organization which promises well for the success of the project.

To begin with, the Netherlands Harbour Works Company has laid down a plant for the rapid carrying-out of the quarrying operation. The old-fashioned method of

drilling by hand gives way to mechanical and scientific devices. Drills are worked by compressed air brought in pipes from the generative machinery; and in the holes deeply bored into the solid rock are placed the dynamite charges. The pieces of granite thus dislodged from the soil are then hewn to a uniform size. A number of these cemented together come out of the yard in the form of 60-ton blocks that go to make up the quay wall.

PROTECTING HOUSES.

It was explained to a *Telegraph* reporter who visited the scene yesterday that a difficulty which had retarded the progress of the work was being experienced through the proximity of dwelling houses. However carefully the explosive charges might be covered over, the force of the detonation was such that the danger of flying missiles was in some measure unavoidable. However the problem was solved for the tenants by the caging in of the exposed parts of their houses with wire netting, and on their part the Company found it necessary to use heavy chains and wire netting to cover the charges.

In the later stages of conveyance, the huge blocks mentioned above are moved on railway carriages to a specially constructed jetties from which point they are transferred on barges to the required spot. At all stages where lifting power is required, steam cranes come into operation.

Nature has well favoured the scheme in an abundance of good granite in the locality. At the moment it is not possible to state the amount of granite and other materials required; but the engineer's plans convey a clear idea of the nature of the work in contemplation.

It is gathered that first of all a deep trench will have to be excavated by dredging in the sea-bed along the foreshore, of a sufficient depth to enable a good foundation for the wall to be laid on solid strata. The trench is then to be filled in with rubble and the first of the layers of granite blocks built thereon. In all there are five layers of 60-ton blocks (the weight and shape may vary a little); and looking at a cross-section plan the thickness of this granite wall decreases from the foundation until it measures only 14 feet at the top. This arrangement makes for stability and greater strength of the wall. At low tide a depth of 32 feet will be available for vessels mooring alongside.

500 WORKERS ON WALL.

Some 500 men are employed for work in connection with the construction of this wall alone, irrespective of those employed by the other contractor for the reclamation work; and the area coming under the attention of the Netherlands Harbour Works Company has assumed the nature and dimensions of a huge camp. Here, within an area of a half mile square, are located the offices of the Company, a plant for generating compressed air, a pumping station for bringing in sea-water for the mixing of concrete, workshops for the smiths, well-built quarters of wood and structural iron for the toilers, and, last but not least, a first-aid hospital for any who may happen to be injured in the course of their work. It is with pardonable pride that the officials of the Company can point to the absence of serious mishaps with-in their own area of operations, and they hope for a long continuance of this immunity.

U. S. NAVY.

NO SPECIAL MEASURES.

Washington, Dec. 16. President Coolidge in a statement today said he desired for America a navy adequate for the defense of the country only,

without respect to steps taken by other nations.

He deemed a Congressional enquiry into the condition of the Navy unnecessary, as the annual investigations in connection with the Navy Appropriation Bill were sufficient. —*Reuter's American Service.*

MOTOR COLLISION.

EUROPEAN INJURED AT GARDEN ROAD.

A European Revenue Officer, whose name is not given in a report received by the police, met with an accident yesterday when the motor cycle on which he was riding came into collision with the G. O. C.'s car at Garden Road, near the Military Detention House.

The mishap occurred at the junction of a path leading from the General's quarters with Garden Road. Going up the incline, the motor cycle collided with the car, which was coming round the corner. The Revenue Officer was thrown from his machine. Fortunately, his injuries were of only a minor nature and it was not found necessary to detain him at the Government Civil Hospital where he was taken. The motor cycle was not much damaged.

At the time of the accident, the car was being driven by a soldier and it had no other occupants.

SCOTTISH GAMES.

SOMETHING NEW FOR HONGKONG.

Thanks to the generosity of Mr. R. G. Showan in donating the Kee Chong Cup for inter-platoon competition in sports by the members of the Scottish Companies of the Defence Corps Hongkong will early next year be able to witness something in the nature of a big Scottish Games meeting.

The cup is to be held each year by the Platoon gaining most points, and a scheme has now been drawn up on lines to provide considerable variety in contests. There will be:

- 1—A Sports Meeting, to be held at a date to be fixed some time in February or March.
- 2—A Bowling Competition.
- 3—A Seven-a-side Football Competition.

For the sports meeting, the following events have been arranged—100 yards, 220 yards, 440 yards, 880 yards, throwing the hammer, putting the shot, high jump, 120 yards hurdles, relay race, tug-of-war, and last but not least, Eightsome Reel. Conditions have been laid down regulating the number of men from each Platoon who may compete in the various events.

In the bowling competition, there will be two rinks of four men each from Platoons, whilst fixtures will later be arranged for the football competition. A system of points has also been worked out for all contests, and no doubt the utmost rivalry will prevail between the various Platoons for the honour of winning this handsome trophy.

DEBT FUNDING.

AMERICAN COMMISSION EXTENDED.

Washington, Dec. 16. The Senate has passed a Bill extending the life of the American Foreign Debt-Funding Commission for two years. —*Reuter's American Service.*

FRENCH LIABILITY.

Washington, Dec. 16. In the House of Representatives Mr. Crisp, a member of the American Debt Funding Commission, announced that no official, concrete proposal for funding the French war debt had been broached hitherto, but the Commission hoped that such would materialize, as it was desirous of negotiating a settlement.

He expressed the opinion that the funding arrangements with Britain should be the basis for agreements with other debtors.

An animated debate ensued as regards the British attitude towards the settlement of inter-Alleied debts. —*Reuter's American Service.*

KALGAN LOOTED.

TROOPS MUTINY.

FOREIGN PROPERTY DAMAGED.

Peking, Dec. 16th.

General Chang Hsi-yuan's Fourth Mixed Brigade mutinied yesterday and carried out looting in Kalgan all night long, but their activities terminated this morning.

Legation telegrams received this evening state that no foreign lives were lost, but much damage was done to both Chinese and foreign property.

General Chang Hsi-yuan is Tutoring of Chahar, and he had recently been informed that he would be superseded shortly. He reached Peking yesterday and his troops were left at Kalgan. Apparently he did not know what to expect.

Latest reports show that all is quiet.

There are indications that the looters controlled the Telegraph Office until their work was completed. —*Reuter.*

MORE DETAILS.

Peking, Dec. 16.

Trains from Kalgan to-day were stopped some distance on this side of Kalgan.

Before the Legations received any news the Postal Administration received a telegram stating that cash and stamps to a large amount had been taken from three post offices in Kalgan, but not giving the circumstances, the sender, perhaps, thinking that the news of the looting would be known in advance.

The Ministry of Communications at first thought that the looting had been done by Ma Fushiang's troops, who were returning from Jehol, but there is reason to believe that they passed through Kalgan several days ago. In any case, Chang Hsi-yuan's troops could have prevented Ma Fushiang's men from looting.

Later information says that one battalion of Chang Hsi-yuan's Fourth Mixed Brigade started the looting.

The absence of foreign telegrams until late this evening is taken to indicate that the looters controlled the telegraph office until their work was completed. —*Daily Bulletin.*

[Kalgan is situated 110 miles north-west of Peking and is the chief emporium of the Chinese tea trade with Mongolia and Siberia. It commands the main road from Peking to Mongolia and is in railway communication with Peking.]

LABOUR UNITY.

MORE PLATITUDES.

Moscow, Dec. 16.

The British trade union delegation, headed by Mr. P. Reilly, has left Leningrad for England.

It was presented before departure with addresses at the headquarters of the Soviet unions, hoping for an early attainment of unity in the Labour movement. —*Reuter.*

ART EXHIBITION.

HONGKONG'S AMATEUR ARTISTS.

The annual exhibition of work by members of the Hongkong Art Club has been held to-day at the Helena May Institute, many visitors attending the view.

The space at the disposal of those who were in charge of the hanging was scarcely large enough, having regard to the number of pictures hung—two small rooms having to accommodate something like 120 pictures, and the result was a hindrance rather than a help to one who tried to discriminate between the merits of the respective exhibits. The suggestion can honestly be made that if there are as many pictures next year, increased accommodation should be found.

The merits of the pictures extend over a wide range, some being decidedly good whilst others are the attempts of would-be artists who lack both a sense of colour values and the ability to draw. Good drawing must be an accomplishment of any who would essay the task of painting a picture, and in no carping spirit we suggest that many of those whose efforts were on view to-day would do well to study much closer the drawing side of their work. Perspective and outline (taking the exhibition as a whole) had not been given the necessary careful attention, though there were some notable exceptions.

Taking the exhibitors and their pictures in their catalogue order, Mr. C. Peake Anderson had the best display in the exhibition. The whole of his seven works possessed artistry, the view of Tai Mo Shan, from the top of Tein Wan Hill, and the view from No. 298 the Peak, being especially good. He makes a discriminate use of colour and his drawing is correct.

Mrs. Aubrey has thirteen exhibits, most of them being garden and flower scenes in which strong and high colours are liberally used. It is not easy to paint sunlight garden scenes, but Mrs. Aubrey successfully conveys the warmth and tone of midsummer flowers. Her colouring in the two pictures entitled "Harvest" is very meritorious, whilst "Hollyhocks" is also well executed.

Mrs. Aucott has only two pictures on view, "Silent Sentinels" being a tree study which shows promise.

Mrs. Byrd has hung eight water colours, all of which possess a clearness that makes for austerity and unreality. The drawing is quite good.

Mrs. Byrd, who works in oil, has seven pictures on view, the best of which is undoubtedly "Biddy"—the study of a little girl. There is expression and individuality in the face. No. 31—"Kau Lung Shan Feng"—lacks perspective, but "Poinsettias" (unfinished) and "Tiddies Sleeps" show that Mrs. Byrd can do quite good work.

Mrs. C. B. Browne has made quite a big contribution to the exhibition, no fewer than twelve of her works being hung. The favourite subject of High West has been well treated, whilst the view of Lan Tao from Mount Kellett and the study of Bamboos are both distinctly good.

Miss Crawford also makes a big addition, showing ten pictures. The colours generally chosen are too heightened and not subdued or suggestive enough, but there is distinct promise in this exhibitor's work.

The thirteen pictures by Mrs. Gooper are all more or less meritorious, but the best work has been reached in the little miniature of Deep Water Bay. A bold attempt has been made to render Hongkong at Night from the Kowloon side, and a very praiseworthy attempt it is.

Mrs. Walter Lang has four water colour views which would no doubt show up to much better advantage if hung in a better light than where they were.

Mr. Patterson's best picture of six is his rather bold venture into

A MOTOR-CAR FREE.

NEW "TELEGRAPH" COMPETITION.

TO COMMENCE NEXT MONDAY.

How would you like to be presented with a 1925 five-passenger special model Dodge motor-car in time for the coming summer season? The *Telegraph* is to-day happy to announce that it has made arrangements by which this will be the first prize in a new Competition open to all our readers—a Competition which is simplicity itself and which involves no undue calls on either the time or money of those taking part.

This new Competition is to take the place of our weekly football forecasting contest which will be discontinued as from this week. It commences on Monday next and continues until April 25th, 1925. The result will be announced on May Day. During the period of the competition, there will appear daily in the *Telegraph* a special coupon and all that competitors have to do is to collect as many of these coupons as possible and send them in to this office.

To the competitor forwarding the highest number of coupons, a new 1925 model five-passenger Dodge car will be presented; the second prize will be a handsome gramophone; whilst a new model typewriter will be given as third prize. There will be no entrance fee, and the competition will be open to all *Telegraph* readers, whether they are subscribers or not.

In spite of the popularity of our Football Competition, which is evidenced by the thousands of coupons sent in weekly, we have decided to discontinue it, substituting in its place this bigger

and brighter contest. It will be recalled that towards the end of last season, we were compelled to delay publishing the results of our Football Competition until the Tuesday in each week, owing to the huge batches of coupons which had to be checked. Again this season our staff has been confronted with a like task, constantly growing heavier. Add to this the fact that the prize has, on several occasions, had to be divided amongst many competitors, thereby reducing the reward for accurate forecasting, and we think it will be agreed that we are wise in resolving to give up this particular Competition and replace it by one which has many more attractive aspects.

We wish it to be understood that the "Telegraph" Motor Car Competition is not a stunt designed for the purpose of procuring new subscribers to the paper. As we say, it is open to all, whether subscribers or not. Neither does it involve any canvassing work by competitors. All that you have to do is to make a point of collecting as many coupons as you can. If you procure the highest number, you will be given a brand new motor car, whilst two other attractive prizes are also being offered. Make a point of entering this Competition from the very start. Systematic collection of coupons may win you a magnificent motor car.

A preliminary announcement regarding the Competition will be found on Page 11 of this issue. Watch the *Telegraph* for further details.

M.C.C. PLAY JUNIORS.

HOBBS SCORES CENTURY.

Sydney, Dec. 16. In fine, cool weather, on an easy wicket, Marylebone compiled 319 for 5, and declared. Hobbs contributed 114, Sutcliffe 68, and Hendren 54. The Combined Juniors replied with 93 for 7, and the match was drawn. —*Reuter.*

SMUGGLED SILK.

CANADIAN PRECAUTIONS.

Ottawa, Dec. 16. The Canada Premier has promised a deputation representing Montreal and Toronto silk manufacturers that the Government will take effective measures to prevent smuggling of silks into the Dominion. —*Reuter's American Service.*

paid for a view in the Botanical Gardens.

Among the other exhibitors are Miss E. Goughgan, Mrs. de Martyn, Mrs. H. K. Prosser, Miss A. Wade and Mr. R. W. Stoddart, the last-named having three very unconventional studies extremely well executed.

There are some really splendid photographs by Mr. C. L. Faack and Mrs. G. Murray.

BITTEN BY DOG.

ANOTHER PEAK CASE.

Another Chinese servant on the Peak was taken to the Government Civil Hospital yesterday after an attack by a dog. He was bitten in both legs. The dog belongs to Mr. MacKichan.

OPIUM CONTROL.

CONFERENCE NEAR AN END.

Geneva Dec. 16. The second opium conference has adjourned until January 12. The British, Indian, French and Dutch delegations are maintaining their reservations regarding their competence to deal with the American proposal.

Dr. Sze said he hoped the Powers possessing extra-territorial privileges in China would endeavour to harmonize them with the Chinese laws in order to assist China in carrying out the Hague provisions.

Various sub-committees are endeavouring to complete the work by the end of the week. —*Reuter.*

TO-DAY.

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 Temperature 2 p.m. 65
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ANGLO-CHINESE CO-
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The Chinese friends of Sir Henry Pollock gave a dinner in his honour last night, to celebrate the knighthood conferred on him by H. M. the King, and by a happy coincidence it was Sir Henry's 61st birthday. The gathering was a distinguished one, including H. E. the Governor, H. E. the Admiral, H. E. the G.O.C., the Chief Justice and the Commodore, as well as leading representatives of the British community, who were guests; and the hosts comprised practically all the leading Chinese gentlemen of the Colony.

The function was held at the Hongkong Hotel roof garden, and the arrangements were of the best. The place was very prettily decorated with coloured lights, an orchestra played choice music during the dinner, and the culinary department excelled itself.

Throughout the evening an atmosphere of the greatest cordiality prevailed, and, as one speaker subsequently mentioned, the gathering gave evidence of that happy co-operation between the Chinese and British races here which has made Hongkong what it is.

The full list of invited guests and their hosts is as follows:—

The Guests.

Principal Guest.—The Hon. Sir Henry Pollock, Kt., K.C.: Other guests: His Excellency, the Governor, Sir Reginald Stubbs, K.C.M.G., H.E. Vice-Admiral Sir Allan F. Everett, K.C.M.G., K.C.V.O., C.B., H.E. Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O., His Honour Sir Henry Colman, Kt., K.C., C.B.E., Commodore A. J. B. Stirling, C.B., The Hon. Sir Claud Severn, K.B.E., C.M.G., L.D., The Hon. Mr. J. H. Kemp, K.C., C.B.E., The Hon. Mr. C. McI. Messer, O.B.E., The Hon. Sir Paul Chater, Kt., C.M.G., The Hon. Mr. H. T. Cressy, The Hon. Mr. A. E. Wood, The Hon. Mr. P. H. Holyoak, His Honour Mr. H. H. J. Gempertz, Mr. W. W. Hornell, C.I.E., The Hon. Mr. E. D. C. Wolfe, The Hon. Mr. H. W. Bird, The Hon. Mr. C. Montague Ede, Mr. R. H. R. Wade, Mr. A. H. Barlow, Mr. A. H. Ferguson, Mr. B. D. P. Bell, Mr. G. M. Young, Mr. Paul Lauder, Mr. J. Owen Hughes, Mr. C. G. Mackie, Mr. C. G. Alabaster, K.C., O.B.E., Mr. Eldon Porter, K.C., Mr. F. C. Jenkin, C.B.E., Captain R. A. R. Neville, R.M.L.L., Mr. T. J. Galsford St. Lawrence, Flag Lieut. E. Dangerfield, R.N., Lieut. Searle, Paymaster Lieut. E. B. T. Churchill.

The Hosts.

Hon. Mr. Chow Shou-sun, Hon. Mr. R. H. Kotewall, Sir Robert Ho Tung, Kt., L.D., Mr. Ho Fook, Mr. Chau Siu-ki, Mr. Au Fook-hin, Mr. Chan Harr, Mr. Chan Kam-po, Mr. Chan Pik-chun, Mr. Chan Shu-ming, Mr. Chan Tin-sun, Mr. Chau Chung-pang, Mr. T. N. Chau, Mr. Chau Tung-sung, Mr. Chau Yue-ting, Mr. Choy Chong, Mr. Foo Yick-pang, Mr. Fung Ping-shan, Mr. Ho Lu, Ho Kam-long, Mr. Ho Ki, Mr. Ho Kwong, Mr. Ho Leung, Mr. Ho Wing, Mr. H. K. Hung, Mr. Ip Wing-cho, Mr. Kan Ying-po, Mr. Ko Leung-wo, Mr. Kwok Chun, Mr. P. K. Kwok, Mr. Kwok Shiu-lau, Mr. Lai Man-wai, Mr. Lau King-cho, Mr. Lau Tak-po, Mr. Lau Yuk-wan, Mr. Leung But-yu, Mr. Leung Ki-ho, Mr. Leung Wing-cheung, Mr. Li Chor-sun, Mr. Li Kit-cho, Mr. Li Koon-chun, Mr. Li Ping, Mr. Li Po-kwai, Mr. Li Sing-kui, Mr. Li Tse-fong, Mr. Li Wing-kwong, Mr. Li Yau-chun, Mr. Li Yau-tsun, Mr. Li Yik-mui, Mr. Li Ying-cho, Mr. Lo Chung-shui, Mr. Lo Chung-kue, Mr. Lo Chung-wan, Mr. M. K. Lo, Mr. M. W. Lo, Mr. Look Poon-shan, Mr. Ma Chi-lung, Mr. Ma Tsiu-chiu, Mr. Mck Ching-kong, Mr. Mok Kon-sang, Mr. Ng Tsang-luk, Mr. Pei Tayee, Mr. Pong Wai-ting, Mr. Poon Pul-yue, Mr. San Sing-sam, Mr. Sum Pak-ming, Mr. Tang Chi-ngong, Mr. Tang Shiu-kin, Mr. To Sze-tuen, Mr. Tong Hok-ling, Mr. Tso Ka-po, Dr. S. W. Tso, L.D., Mr. H. K. Woe, Dr. T. P. Woo, Mr. J. M. Wong, Mr. Wong Kwong-tin, Mr. Wong Oi-ku, Mr. Wong Pak-sun, Mr. Wong Ping-suen, Mr. Wong Tak-kwong, Mr. B. Wong Tape, Mr. Wong Yun-jong, Mr. Yik Ki-chow, Mr. Yu Wal-pan, Mr. Yuen Man-chuen, Mr. Yung Tsz-ming and Mr. Fung Kong-ung.

At the conclusion of an excellent dinner, the Chairman submitted the toast of The King and His Excellency the Governor that of

China, which were
honoured.

The Principal Toast.

The Hon. Mr. Chow Shou-sun, proposed the health of the principal guest. Before doing so he read the following telegram he had received from Sir Robert Ho Tung: "Convey to Sir Henry Pollock my best wishes at to-night's dinner." Proceeding he said: "Your Excellencies, Sir Henry Pollock and Gentlemen:—We are here this evening to do honour to our esteemed friend, Sir Henry Pollock, on the occasion of his elevation to the distinguished rank of Knight Bachelor. The large number of his hosts represent practically all sections of the Chinese community, including members of the legal profession, of which Sir Henry is such a shining light; and it may therefore be said that they represent the whole Chinese community of the Colony. This happy gathering is the manifestation of the very high esteem and regard which the Chinese have cherished for our honoured guest. (Applause.) What has endeared Sir Henry to the general community of Hongkong is the example of unselfishness and devotion to duty which he has set by dedicating his talents and the best part of his life to the public service of the Colony. (Hear Hear.) His worth has been shown in the manner in which he has discharged the onerous duties of the many responsible offices which he has held during his thirty-seven years of active career in Hongkong. Whether he was performing the duties of a Police Magistrate, or Puisne Judge, or Attorney General, or of Unofficial member of the Executive and Legislative Councils, he was ever painstaking, thorough, and absolutely impartial (Applause.)

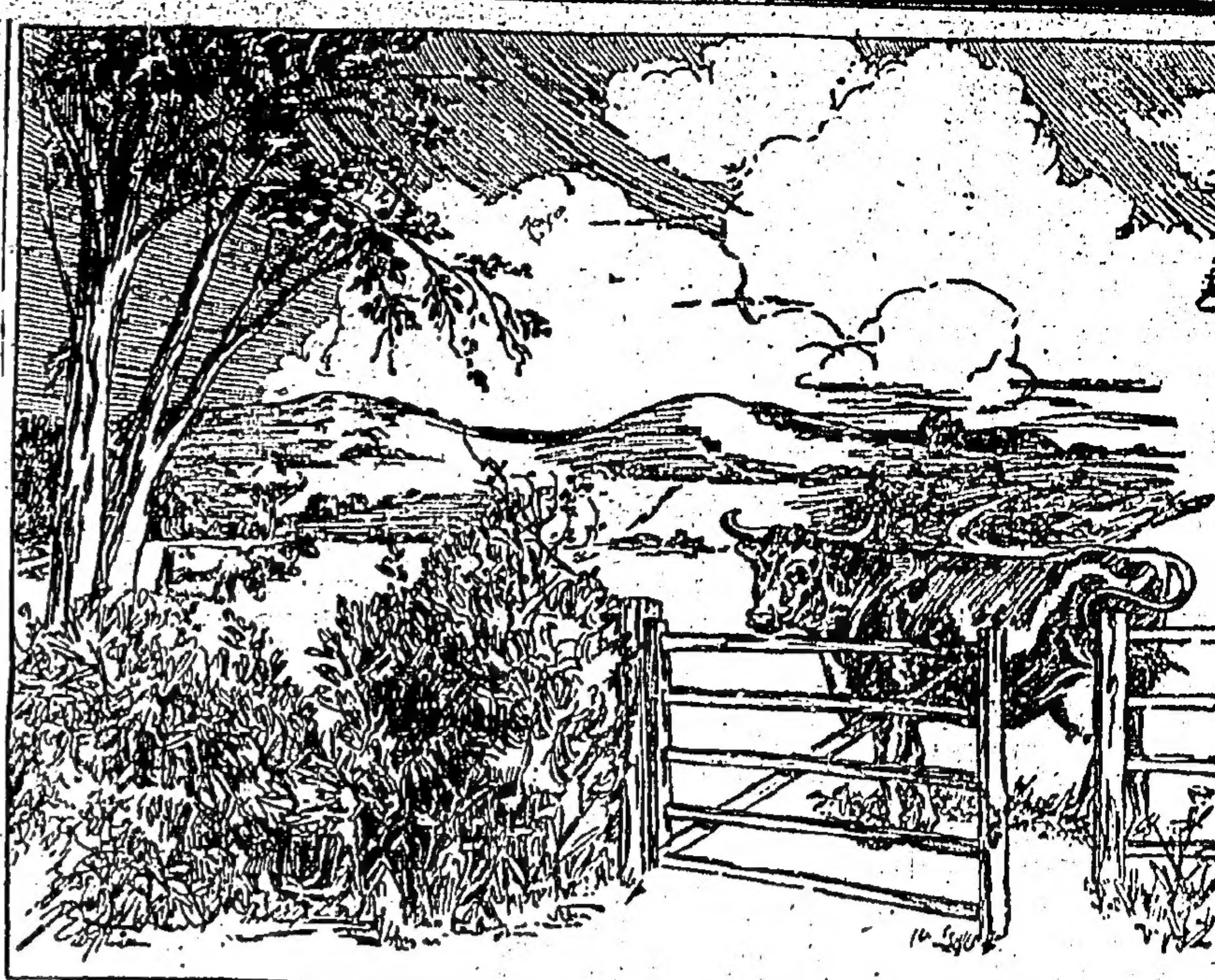
A Born Fighter.

The numerous victorious battles which Sir Henry has waged against adversity Kings, Queens, Bishops and Knights upon the battlefield of the chess-board are only a minor indication of his prowess in other fields of human activity. (Laughter and Applause.) He is a born fighter, and as every one of his adversaries will readily admit, he fights clean. (Hear Hear.) Some of you, gentlemen, may have known Sir Henry for a longer period than myself, but I yield to none in esteem and admiration for my learned and honourable friend. During the years that I have been on the Legislative Council, I have come into frequent and close contact with him, and I have learned to respect him for his public spirit, his singleness of purpose, and his readiness at all times to sacrifice his time not only in the interest of the Colony, but also of private individuals who seek his help. Sir Henry is indeed the champion of the "under-dog." The poor and needy can always be assured of his sympathetic hearing and unstinted assistance. He takes a lively interest even in the dumb animals, being President of the Society for the Prevention of Cruelty to Animals. Gentlemen, we are indeed proud of such a friend and fellow citizen, and proud of the honour which His Majesty the King has conferred on him. (Applause.)

I must not close without mentioning the good lady who has been Sir Henry's helpmate and collaborator in his good work for so many years—Lady Pollock. (Applause.) Those who have known Lady Pollock know that her heart cherishes benevolence towards all humanity, and that to her the Colony owes much for the yeoman services which her husband has rendered to it. Your Excellencies and gentlemen, I now ask you to join with me in drinking to the health of Sir Henry Pollock and to that of Lady Pollock in absentia. (Applause.)

Sir Henry Pollock's Reply.

Sir Henry Pollock: Mr Chairman, Your Excellency and Gentlemen. A few weeks ago, my honourable friend Mr. Kotewall, speaking on behalf of the Chairman and himself, approached me on the subject of what he described as a small dinner for twenty or thirty people it was proposed to give in my honour on the occasion of my knighthood by His Most Gracious Majesty the King. Well, gentlemen, you can imagine how gratified and flattered and honoured I feel this evening when I look around upon a company consisting of some 120 people representing all sections of the Chinese community as hosts with a number of distinguished guests, including His Excellency the Governor. This is the biggest honour I have ever



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received in my life, and I do not expect ever to receive such a great honour again.

The Chairman has been too kind in his remarks concerning myself, and I feel that I have not done enough to deserve them. When I reflect upon the fact that I have been fortunate enough to be a member of the Legislative Council for no less than a period of twenty-two and a half years, partly as an Official member acting as Attorney General, and partly as an Unofficial member of Council, I am altogether only too conscious that I have not made sufficient use of the opportunities I have had. But, gentlemen, the very kind reception that you have been good enough to give me this evening, will act as an incentive to me in an endeavour to do better work in the future than I have done in the past.

You have been good enough, Sir, to include in the toast the health of my wife, and you have only spoken truly when you said that she had been of the greatest assistance to me in my labours. Lady Pollock has always taken the greatest interest in public matters in this Colony, and, as I say, she has been a very great help to me at all times, and not least in curbing what you were good enough to describe just now as my fighting qualities. (Laughter.)

Changes in the Colony.

Sir Henry proceeded to refer to the many great changes that had taken place in the Colony during his residence of thirty-six and a half years. On the island of Hongkong there had been much reclamation extending from Kennedy Town to the Naval Yard, a reclamation which was largely the work of Sir Paul Chater, whom he was glad to see present that evening and a number of gentlemen associated with him. Going a little further east, there had been built the Naval Dockyard and the Naval Basin, and further east again, there was in progress work which Sir Paul's name was also connected, the Praya East reclamation, and which they hoped to see completed in three years time. At Causeway Bay there had been considerable reclamation made by Messrs. A. S. Watson and Co and the Asiatic Petroleum Co, and quite recently the Java Sugar King had been busily employed in making a large reclamation at North Point. Further on, Messrs. Butterfield and Swire who had considerably enlarged their Sugar Refinery, had in his time made that wonderful dock of gentlemen, and considerable improvements had also been effected in the Victoria both Macdonald Road and Barker Road were now and there had sections of the Chinese community also been constructed some new roads at the Peak, including that wonderful motor road. The Peak railway was started just a month after he arrived in the Colony, and

the Hongkong Electric trams and the Electric Light company had been established since.

At Kowloon on the site where the railway station now stood, there was a bay where, when he was on ardent yachtsman, he used to go to cheat the tide, and here there was a reef of rocks on which he managed to run more than a fair number of average times. The godowns had been considerably enlarged, the Naval Camber constructed and also the harbour of refuge at Yau-mai. The village of Shamshui had been practically rebuilt and in the same neighbourhood reclamation was proceeding apace. Among other enterprises, Sir Henry mentioned the scheme for the new settlement of Kowloon Tong, in which Mr. Montague Ede was interested, and the Kai Toek reclamation scheme. He confidently predicted that in the course of the next 22 years there would be a motor road extending right round to Lyem-mun Pass.

Wonderful Progress.

Proceeding Sir Henry said: The progress that has been made in my time, I may describe as simply wonderful. I confess I am an optimist and I see no reason why in the course of the next 36 years we should not see equally big progress in this Colony as we have seen hitherto. (Applause.) You ask me to what I attribute this great progress already made, and I think I can express it in two words—Anglo-Chinese co-operation. (Applause.) It is the spirit of harmony which has united the Chinese and the British people. It has enabled the wonderful things that have come to pass in my time to be accomplished, and I have the utmost confidence that that spirit will continue in the future and that we shall yet see greater triumphs in the days to come than we have witnessed in the past.

Sir Henry referred to the great assistance he had always received from his Chinese unofficial colleagues and spoke of the readiness of the Government to at all times acquiesce in the views of the Chinese representatives. He paid a tribute to the public spirit shown by the Chinese gentlemen of the Colony, and in conclusion said: Gentlemen, I have been asked when I am going to retire from this Colony, and I will, to the best of my ability, answer that question to-night. I look upon Hongkong as my home. (Loud Applause.) I have spent the best days of my life here. I have always taken an interest in public problems and shall continue to do so. So long as I have my health and strength, it is my intention to go on working for this Colony. The kind reception you have given me this evening will be a great encouragement to me to pursue that public work. (Applause.)

"Our Other Guests."

The toast of "Our Other Guests" was entrusted to the Hon. Mr. R. H. Kotewall. He said: Mr. Chairman, Your Excellencies, Sir Henry Pollock, and gentlemen,—You do not need to be assured that the duty I am discharging is most grateful to me, for I feel that in the social history of this Island it has not been given to many to propose the health of so distinguished a body of men as our guests of the evening. First in the galaxy is our highly esteemed Governor, whose gracious presence is regarded by us not only as a compliment to our principal guest, but also as another proof of His Excellency's goodwill towards the Chinese. (Hear Hear.) Knowing as I do, as we all do, how assiduously His Excellency shuns publicity, I will not dwell upon his personal qualities; but I cannot forbear mentioning one special faculty of his, which is the power to see things with the "eye of the mind"—a power we call intuition. Let me give you an example. You all know that this is the sixteenth day of the month; you all know it is Tuesday; perhaps you also know that the date was chosen by His Excellency for this dinner. But you do not know, as His Excellency himself did not know when he fixed the date, that it is Sir Henry Pollock's sixty-first Birthday. What a happy choice which makes the day a double event for our esteemed and honourable friend. (Applause.) I can tell you that this has given much pleasure to Sir Henry, and we should accordingly be grateful to His Excellency. By the way, I should like to mention that His Excellency next month celebrates his silver jubilee of service—25 years—under the Imperial Government, and let us hope he will serve for another 25 years before he takes his pension. (Applause.) Though we have already drunk Sir Henry's health, I am sure that under this very special circumstance you will wish to drink once more to his long life and prosperity. May he live long to enjoy the esteem of the community, and to give plenty more work to the Clerk of Council! Gentlemen, Sir Henry Pollock! (Applause.)

A Plea For Anglo-Chinese Co-operation.

The toast having been enthusiastically honoured, the Hon. Mr. Kotewall proceeded: I will now return to my theme—"Our Other Guests." My fellow-hosts and I feel highly honoured and delighted to have with us this evening, besides His Excellency the Governor, the gallant representatives of our Army and Navy; the learned Judges of the Supreme Court; the senior officials of our splendid Civil Service; the popular Commissioner of Chinese Customs; and leading lights of the Bar; and of the British business community. (Continued on Page 5)

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DINNER PARTY.

(Continued from Page 2.)

To all these gentlemen, as to His Excellency the Governor, we extend a hearty welcome; and we also thank them for having so cordially joined with us in doing honour to Hongkong's new Knight. Like Sir Henry Pollock, I am a firm believer of Anglo-Chinese co-operation, and Anglo-Chinese social amenities. (Applause). I hope that in future there may be more of such friendly gatherings as this, which should do a lot of good. (Hear hear). In this little outpost of His Majesty's Empire, Fate has united the British and the Chinese races in a fellowship of common interests; and I feel that the welfare of that fellowship can best be promoted and fostered by social functions in which the two peoples can commingle freely, and in a spirit of friendly intercourse. (Applause). The smiling faces around these tables proclaim that that spirit pervades this gathering to-night. And it is in that spirit also that I now raise my glass, and call upon my fellow-hosts to drink deep and heartily with me to the headed Governor, Sir Edward, associating with the toast the name of our liberal-minded and devoted health of Our Other Guests, as Stubbs. (Applause).

His Excellency the Governor.

His Excellency the Governor: Mr. Chairman and Gentlemen. An eminent Chinese statesman, whom I have the honour to number among my friends, quoted to me not so long ago an aphorism—I do not know if it was of some old Chinese sage—to the effect that the man who invented after-dinner speeches ought to be boiled in oil. (Laughter). I trust I shall not be regarded as reflecting on previous speakers when I say that that sentiment has my cordial approval. (Laughter). This being so, you will perhaps excuse me if I feel that the task of responding for so large and distinguished a collection of fellow guests is too much for my somewhat limited powers of oratory. I should hesitate in any case to set myself up in competition with such well-known experts in the art of speaking as the Hon. Mr. Kotewall and Sir Henry Pollock. Mr. Kotewall has said, very rightly, that an occasion of this kind is one which gives an opportunity of referring to the cordial co-operation existing between the Chinese and British communities of Hongkong, to which we owe so much, and I need hardly say on behalf of my fellow guests and myself, what a great pleasure it has given us to have been asked to attend here this evening to do honour to our esteemed colleague Sir Henry Pollock, whose public services I have already endeavoured to express in public when mentioning the fact of the honour which had been conferred upon him by His Majesty.

An Optimist.

Sir Henry Pollock has given you an interesting description of changes and improvements—perhaps not all improvements—which he has seen during many years of life here, and I trust that in the years to come, before he again celebrates another 61st birthday, we shall see even greater improvements in the Colony as the result of continued co-operation between the two races. (Applause). Sir Henry described himself as an optimist. I feel I also have some claims to that qualification or vice—whichever you regard it—as I think it possible that by the time Sir Henry celebrates his 122nd birthday we may see our friends the military moved on to the mainland. (Laughter). I confess that I also cherish the hope that we may see a continuity of the harbour line, which is now broken by the Naval yard, from east to west. (Hear hear).

But I confess that even if I serve for another 25 years, which Mr. Kotewall has rather unkindly omitted, I do not feel in spite of my optimism, any great confidence that it will have taken place by then. But at least I know that within the next few years we shall see very great improvements in the Colony. Whether I shall be here to see them is another matter. We have a great scheme of work before us, and I think we can see our way financially and administratively to do a great deal within the next few years. As Mr. Kotewall has said, this is the result of co-operation of the Chinese with the British here.

My time here I believe is getting short, and I should like to call attention to what I said on my first public appearance on the day I landed here. I hoped to receive from all classes of the community

EARLIER TELEGRAMS.

THE SITUATION IN MOROCCO.

London, Dec. 16.

The sudden drastic tightening of the Spanish censorship is a symptom of the seriousness of the situation in Morocco, following the reported rising of the Anjara tribes between Tetuan and Tangier, which has been disturbing the French diplomatists, who, while remaining confident of the ability of the French troops to defend the Tangier zone from possible attack, are apprehensive of international entanglements, owing to the dissatisfaction expressed by several countries, especially Italy, with the recent Tangier convention.

The comment of the Paris newspapers carries a most anxious tone. They declare that Paris is in constant contact with Madrid and precautions should be taken to prevent the incursion of Abdul Krim's ruffian forces into Tangier.

Several journals state the opinion that Britain is likely to side with Italy but the *Homme Libre* urges the importance of joint Anglo-French action on account of the re-action of the affair upon Islam.—*Reuter*.

EXPENDITURE OF CHINA INDEMNITY.

London, Dec. 16.

In connection with the action of the Foreign Office in removing Messrs. Lowes Dickenson and Bertrand Russell from the prospective Advisory Committee on the expenditure of the China indemnity, the *Manchester Guardian's* London correspondent understands that the Government is inclined to favour the expenditure of the indemnity on some kind of technical education, on the railway in the Yangtze region, and missionary work.

The Government has introduced a Bill to this effect, which is a modification of the late Government's Bill stating more vaguely the purposes to which the money is to be devoted; but the Bill is not yet printed and the Government has time to change its mind before it approaches the second reading.—*Reuter*.

TROUBLE OVER A BRASS PLATE.

Moscow, Dec. 16.

M. Tchitcherin has strongly protested to the United States against the "lawless acts of American officials," following the discovery on the Tchukotsk Peninsula of a brass plate fixed to a rock by a party from an American cruiser, inscribed, threatening Soviet citizens not to interfere therewith. M. Tchitcherin warns that a repetition of such violation of Soviet rights will be sternly repressed.—*Reuter*.

FRENCH FINANCE.

Paris, Dec. 16.

France's imports during the first eleven months of 1924 amount to 36,014,000,000 francs (52,000,000 tons), compared with 28,764,000,000 francs (50,000,000 tons) during the corresponding period of 1923.

The exports amount to 37,412,000,000 francs (27,000,000 tons), compared with 27,291,000,000 francs (22,000,000 tons) for the same period of the previous year.

The total subscriptions to the recent French internal loan amounted to 4,936,000,000 francs, without reckoning the subscriptions of late investors.—*Havas*.

HOLLAND AND THE SINGAPORE BASE.

London, Dec. 16.

Holland is most interestedly watching the resumption of the Singapore dock scheme, but a Dutch authority emphatically denies, says the London correspondent of the *Manchester Guardian*, that the Dutch schemes for the defence of the Dutch Indies will be affected thereby. He states that the Dutch Government does not intend to enter into conversations with the British Government on the question. The defence of her neutrality is stated to be the only object that the Dutch policy can pursue.—*Reuter*.

HUKUANG RAILWAY BONDS.

New York, Dec. 16.

In the Stock Exchange the Hukuang Railway five per cent. bonds broke six points owing to Mr. Pierpont Morgan's announcement that the half-yearly coupons had not been paid, but later the bonds recovered two points, when the announcement added that inasmuch as there had been delays in payment in the past, it was hoped that the funds would be forthcoming later.—*Reuter*.

BRITAIN'S DEBT TO AMERICA.

New York, Dec. 16.

Britain yesterday paid a half-yearly instalment of \$91,000,000 against her debt to America. It is the first occasion in which an instalment has been paid in cash instead of in Liberty Bonds, as the latter are now at a premium.—*Reuter*.

AMERICAN MANOEUVRES.

JAPAN UNCONCERNED.

Tokyo, Dec. 16.—Ascribing the outcry in Japan against the American naval manoeuvres to a discussion on the part of those not sufficiently familiar with the facts, General Itami, Chief Officer of the Intelligence Bureau's general staff, in an interview, asserted that, officially, Japan was totally unconcerned with the manoeuvres which were purely the concern of America.—*Reuter*.

that co-operation to which I had been accustomed in other spheres. I wish to say now, I have received that co-operation from my colleagues in Council, both European and Chinese, and that the spirit of co-operation is the one great factor in the prosperity of Hongkong, of which we are so proud, and the development of which we do our best and hope for. Gentlemen, I can only express again our thanks to the Chinese community for giving us this opportunity of being present as their guests to do honour to Sir Henry Pollock. (Applause).

NEW JAPANESE CONSUL.

MR. G. MURAKAMI.

Tokyo, Dec. 16.—Mr. Gion Murakami, has been appointed Consul General for Japan at Hongkong.—*Reuter*.

Mr. G. Murakami has been for some time a prominent personality in the political arena of Japan. In his last post in the Foreign office he gained considerable distinction by his handling of the intricacies of foreign affairs. His reward has been his appointment in Hongkong, as principal representative of the Imperial Government of the Japanese nation.

The present Japanese Consul-General, Mr. S. Takahashi, who communicated with last evening, said he had not been officially notified of the appointment of Mr. Murakami. He added that he was personally acquainted with the man who would replace him, and the news of his appointment did not surprise him.

It is not known at this stage when the new Consul-General will arrive to take over his office.

Tokyo, Dec. 16.—Mr. Taneio Matsuoka, has been appointed Japanese ambassador at Washington.

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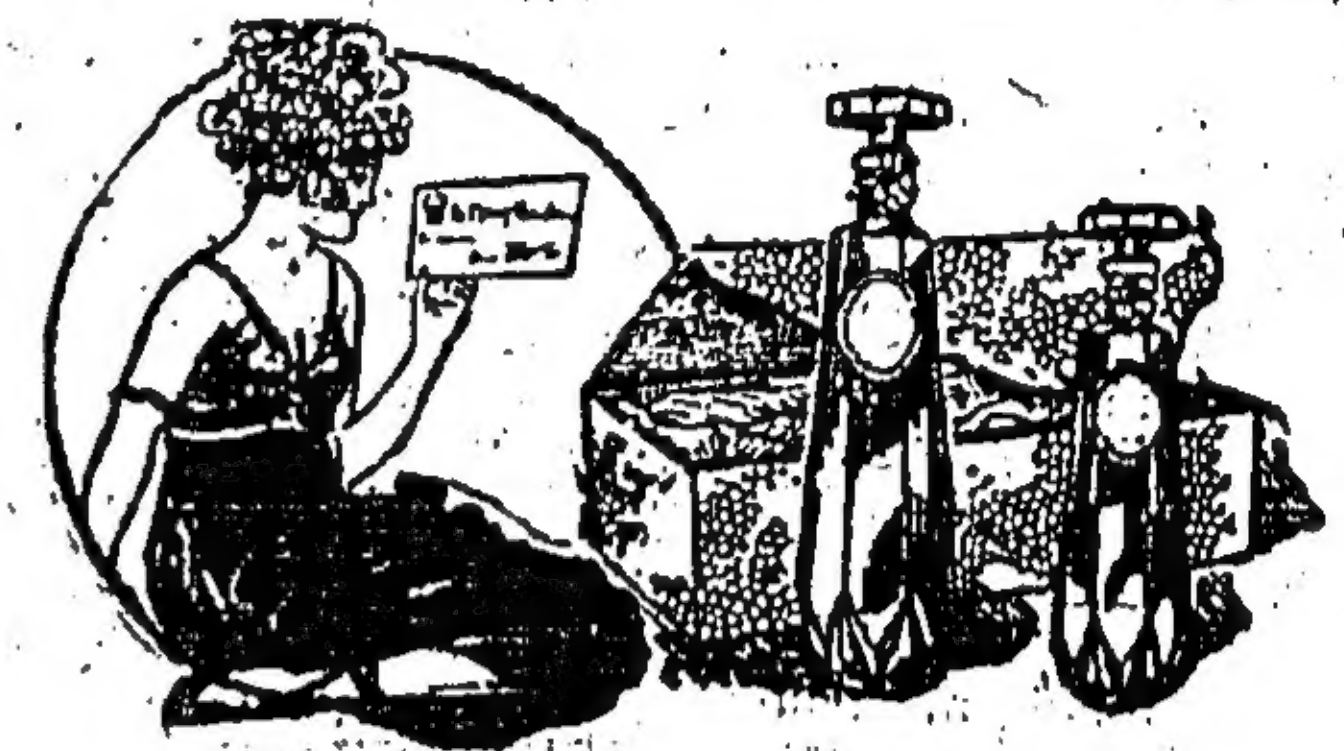
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A WILL SUCCESSOR TO
SENNET FRERES.

TAKE Notice that I Rosie Well, the proprietor of the above named business of a Jeweller, etc., carried on by me at Pedder Street Victoria Hongkong will as from 1st day of January 1925 be the name "A. WEILL" upon all cheques, bills of exchange and other documents used in connection with my said business in substitution for the signature "ROSE W. SILL" as heretofore used by me.

Dated this 16th day of December 1924.

8d. R. WEILL.

THE HONGKONG CAMPHOR
ESTATES CO., LTD.

In the matter of the Companies Ordinance 1911 and
In the matter of Hongkong Camphor Estate Co., Ltd. (In Voluntary Liquidation).

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the members of the above Company duly convened and held at the Registered Office of the Company, Queen's Building, Hongkong, on the 12th day of October 1924, the following Special Resolution was duly passed and at a subsequent Extraordinary General Meeting of the members of the said Company, also duly convened and held at the same place on the 11th day of December 1924, the following Special Resolution was duly confirmed:

Resolved—That the Company be wound up and that Mr. L. M. Whyte, be and is hereby appointed Liquidator for the purpose of such winding up.

Dated this 11th day of December, 1924.

Hongkong Camphor Estate Co., Ltd.

DONNELLY & WHITE,
Secretaries.

NOTICE TO CONSIGNEES.

N. Y. K. LINE

(NIPPON YUSEN KAISHA.)

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The Steamship "KITAMO MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown, whence delivery may be obtained. Goods not cleared by the 24th Dec., 1924, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays & Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 17th Dec. 1924.

NOTICE OF REMOVAL.

THE P. & O. Banking Corporation Ltd. will remove from its present premises, 22, Des Vaux Road Central, to the New 1. & O. Building on 15th instant.

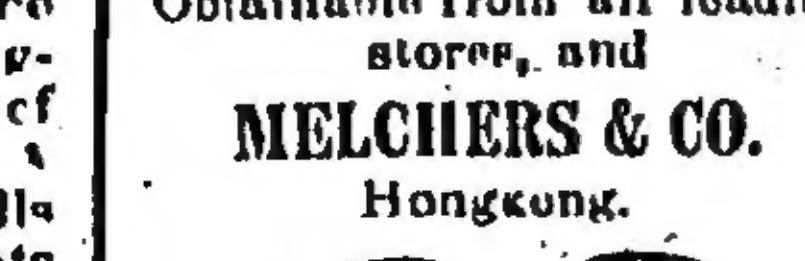


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Dated this 16th day of December 1924.

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PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction for account of the concerned on

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Ever Seen, Nine Full Reels of Thrills, Suspense

and Excitement Unequalled in Motion Picture

History.

PIRPO vs. WILLS

(12 Rounds)

DEMPSEY vs. GIBBONS

(15 Rounds)

So great was the interest and

enthusiasm aroused by these

sensational bouts, on September,

12th, 1924. That thousands of

people were turned out from the

famous Boyle's thirty acres

stadium. Just think of the won-

der of the cinema. The cinema

will bring you to the ring side

and show you THE WORLD'S

GREATEST BOUTS.

Think how much will it cost

you to travel from Hongkong to

U.S. in two different trips and if

you were turned out as thousands

we are, wouldn't you feel as if you

had received a "Knock Out"

A SHOW FOR EVERYBODY

Boxing Fans, Boxers, Amateurs, Sportsment and

Everybody Should Not Miss It

Prices:— \$2.00, \$1.00 and 60 cts.

Soldiers, Sailors and Scholars Half Price. Announcing this pro-

gramme for four days' run only, the management of the World

Theatre requests all its patrons to book their seats early thus saving

themselves from any possible disappointment.

Booking Now on at The Theatre

THE HONGKONG TELEGRAPH, WEDNESDAY, DECEMBER 17, 1924.

FORTHCOMING AUCTION SALES

Lammert Bros.
PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Thurs., the 18th. Dec. 1924,

commencing at 2.30 p.m.

at their Sales Room, Duddell

Street

One Reading Standard Motor

Cycle with Side Car.

On view from Wednesday the

17th. December 1924.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

THE Undersigned have received

instructions to sell by Public

Auction on

Thursday, the 18th Dec. 1924

commencing at 2.30 p.m.

at their Sales Room, Duddell

Street.

A Quantity of Valuable

Household Furniture.

Comprising—

Teak Hatstand, Chestersfield

Couch and Chairs, Overmantel

Teak Extension Dining Table,

Dining Chairs, Sideboards with

Bevelled Mirrors, Dinner Wag-

gons Glass W. re. E. P. Ware

Brass Ornament, Cutlery, etc.

Single and Double Beds, Singl.

Iron and Teak Bedsteads, Singl.

and Double Wardrobes with

Bevelled mirror Doors, teak chest

of Drawers, Pictures, Oil Paint-

ings, etc., etc.

A Quantity of Canton Black-

wood Ware.

also

One New Carpet

Two New Fugs

One Gramophone

One Marble Clock with

Ornamental Stand

Two Clocks

One Underwood Typewriter

One Typewriter

One Ricksba

One Piano

One Cottage Piano by Weber

One Ricksba

and

One Cabinet Gramophone

Catalogues will be issued.

On View from Wednesday the

17th December 1924.

Terms:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

HUGHES & HOUGH

LIMITED

IMPORTERS, EXPORTERS AND

GENERAL AUCTIONEERS.

PUBLIC AUCTION

The Undersigned have received

instructions to sell by Public

Auction,

(For Account of the Concerned),

on FRIDAY,

the 19th December, 1924, com-

mencing at 2.30 p.m., at their Sales

Rooms, No. 8, Des Vaux Road,

Corner of Ice House Street.

Old Chinese Porcelains, Curios,

Embroideries, Old Carved Ivory,

Lacquered Ware, Crystal & Agate

Ornaments, &c.

Suitable for Xmas Gifts.

Including a variety of 6-coloured

and 3-coloured Vases and Jars,

Wall Plates, Table Screens, Blue

and White Vases, Incense burners,

Old Bronze and Brass Figures and

Vases, Kakemonos, Lacquered

FIRST ANNIVERSARY CHEAP SALE

GREAT REDUCTION
FROM 15% to 40%

COME EARLY

Beginning from 11th. December.

20 DAYS ONLY

On Sale:—Cameras, Lenses, Binoculars, Table
Barometers, Clocks, Watches,
Manicure Sets, Games, Xmas
Cards, Thermos Bottles, etc., etc.

Telephone Central 3217. **HALL, LAW & Co.,**
30-32, Des Vaux Road, Central.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS &
HARDWARE MERCHANTS.

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YOUR HEALTH DEPENDS UPON
Food, wholesome, carefully prepared Food!

These essentials are assured you at

THE ALEXANDRA CAFE

160, Harcourt Street, Orchestra in attendance.

USEFUL and EXCELLENT
XMAS GIFT



Opera Glass with gilt ends
and mother-of-pearl cover-
ing, detachable collapsible
handle, in beaded bag, fancy
leather case or soft leather
pouch.

NEAT, HANDY,
LIGHT WEIGHT.

Obtainable from
All Leading Stores
or

Carlowitz & Co.,

Sole Agents for China,
Bank of China Building,
Telephone C. 873.



HOLYOAK, MASSEY & CO., LTD.

Distributors

Queen's Bldg. Tel. C. 678.

TRUE TONE

is not only pleasant
to hear but is import-
ant to beginners, who
will learn more rapid-
ly by practising on a
piano which is well
made true, in tone and
responsive of touch
such as

THE
**MORRISON
PIANOS**

Let us show you at

**TSANG FOOK
PIANO CO.**

94 a. Wanchai Road.

Telephone No. Central 2127

MOTOR FATALITY.

A STUDENT KILLED.

An enquiry into the circum-
stances of the death of a young
Chinese student, aged 14, who was
killed in a motor accident on the
Leichikok Road on the 27th Nov-
ember, was held at the Kowloon
Magistracy yesterday afternoon,
with Mr. E. W. Hamilton sitting
as Coroner and a jury composed
of Messrs. A. Wheeler, (Foreman),
C. F. Lee and L. A. Osmond.

Mr. V. R. Jones, who was absent
when the jurors' names were
called, appeared at 3 p.m. and
said that he had some difficulty
in locating the Magistracy.

The Coroner, who had previously
ordered a summons to be issued,
accepted the excuse and Mr. Jones
was released.

The evidence of a school boy
who attends the same school as
the deceased was that he was
walking near the Chung Mei
Garage on the Leichikok Road,
going towards Shamshulpo, when
he saw a motor lorry belonging to
the Hongkong Engineering and
Construction Company travelling
in the opposite direction. A motor
was moving the same way as
witness. The lorry knocked down
a small boy who was walking near
the side channel. No horn
was sounded nor was there any
warning given. The car approach-
ed the deceased from behind.
The witness denied that there were
a number of boys skylarking in
the road. He and the deceased
were the only two boys in the
street at the time.

Mr. A. McCallup, Overseer of
the Public Works Department, who
witnessed the accident, said that
when the lorry approached to with-
in twelve yards of where deceased
and some other boys were playing
on the pavement, he saw the
deceased dash out into the road and
get run over by the vehicle, which
was only travelling at about nine
miles per hour.

After further evidence the jury
returned the verdict of accidental
death.

Mr. D. A. G. Alison, who re-
presented the Hongkong Engineer-
ing and Construction Company,
expressed sympathy on behalf of
the Directors with the deceased's
family.

SANITARY BOARD

NEW MARKET ARRANGEMENTS.

The fortnightly meeting of the
Sanitary Board was held yesterday
afternoon, the Hon. Mr. H. T.
Creasy, Director of Public Works
presiding in the absence of Mr. D. W.
Trotman, the Chairman. Member-
present were Dr. W. V. M. Koch,
Dr. J. C. McGowan, Mr. S. W. Tso,
Mr. Wong Kwong-tin, Mr. G. S.
Kennedy-Skipton and Mr. D. Davies,
Secretary and Assistant Secretary.

The Chairman read a letter from
the Government relative to the elec-
tion of Dr. J. C. McGowan to be a
member of the Board. On behalf
of the member he extended a warm
welcome to Dr. McGowan.

Dealing with a letter from the
Government relative to the con-
stitution and powers of the Sanitary
Board, the Chairman said the matter
was brought up by Dr. Ozorio who
had ceased to be a member. With
the approval of the members and in
the absence of the Chairman he pro-
posed that the matter be postponed.

This was agreed to by the meeting.

The Chairman mentioned certain
alterations in the arrangement of
stalls in Bowring Street (Kun
Chung) Market. The new arrange-
ments, he said, involved the reduc-
tion of vegetable stalls and would
give more room to pork sellers. The
matter had been carefully consid-
ered by the Chairman and he thought
the Board could give its approval.

There being no comment, the
meeting ended.

CRICKET.

VOLUNTEERS V. UNIVERSITY.

The following will represent the
H. V. D. C. against the University
on Saturday. Bus leaves H.K.C.C.
Pavilion at 1.45 p.m. sharp—
E. J. R. Mitchell (Capt.) H. Owen
Hughes, A. C. I. Bowker, A. W.
Ramsey, C. R. Moore, E. F. Stewart,
H. E. Hollands, L. P. Ralph,
D. E. G. Nicholson, J. A. H.
Plummer and W. J. Hope.

THE DEVELOPMENT OF MOUTRIES.

NEW SHANGHAI BUILDING.

The very fine building being erect-
ed by Messrs. Moutrie in Shanghai
is now completed. The firm was
founded by the late Sydneyham
Moutrie in the year 1875 and in 1900
the business was turned into a limited
company which has now
branches at Tientsin, Peking, Hong-
kong, Singapore and Kuala Lumpur,
together with agencies in India,
Ceylon, Siam, Indo-China, the Philip-
pines and Manchuria. Pianos were
first manufactured by Moutrie's in
Shanghai some 40 odd years ago in
a small godown off Nanking Road.
Early in the year 1901 the factory in
North Homan Road was completed,
which afterwards had to have an ad-
ditional wing added.

The ever-growing demand for
Moutrie pianos and organs has, says
the *N. C. D. News*, made it impera-
tive that a more modern and larger
factory be built for the production
of these high grade instruments.
Visits have been made to the most
up-to-date factories both in Europe
and America, so that no improve-
ments of recent years should be
omitted.

Two lumber drying kilns have
been imported from America.
Among other innovations a polishing
machine is being installed, an in-
vention of recent years, which will
enable the casework of instruments
to retain their finished lustre. Pro-
vision also has been made for ob-
taining the latest equipment for the
manufacture of pipe organs, a special
room having been built for this pur-
pose.

It is expected that the new fac-
tory, which is being built on a site of
nearly 15 mow off Bales Road, will
be opened during the first week in
January next year, which incidentally
heralds the 50th anniversary of
the firm's foundation.

GARRISON INFANTS' SCHOOL.

PARENTS' DAY.

Yesterday was Parents' Day at
the Garrison Infants' School, and a
good many parents accepted the
invitation to view the work of the
school and to listen to an enjoy-
able concert. Early in the after-
noon there was an exhibition of
handwork made during the year, and
it was very favourably com-
mented on by the visitors. There
followed organised games by the
scholars in the playground, which
created a lot of merriment. At
3.15 p.m. the parents and
friends of the children were
treated to a delightful entertain-
ment by the children. This opened
with the song "Xmas Eve" by the
School, and was followed by a
number of dramatized nursery
rhymes, excellently rendered and
loudly applauded. There was also a
duologue, an action song, "Eight
Little Mothers," a recitation,
"Bed time," a playlet "Santa
Claus," a song, and carols by the
School. Among the scholars taking
part were Peggy Sylvester, Violet
Silver, Ann Shipp, Nora Vant,
Doris Tye, Peggy and Winnie
George, Jack Bacon, Ron Slow,
Betty Dorsett, Margaret Hean,
Gilbert Budden, Cecile Hewett,
Thelma Castle, Elsie Appleton,
Margaret Dillon, Pat Hamblin,
Babs Bradshaw, Peter Champkin,
Pat Minnett, Con Sully, Frank
Hearn, George Conley, Denis
Smith, Chris French, Edith
Stainer, Terence Beardsall, Arthur
Allan, Frank French, W. Stainer,
R. Dennis, G. Calvert, J. Dorsett,
M. Korslake and B. Hynes.

HONGKONG TRADE.

AMERICAN ASPIRATIONS.

In a report on the trade of Hong-
kong, U. S. Consul-General William
H. Gale states there appears to
be an excellent opportunity for
American shipping interests to
secure a larger portion of the
cargoes and passengers being car-
ried between San Francisco and
Hongkong by placing on this run
several fast steamers of about
10,000 tons with accommodation
for about 100 passengers. The
present service is inadequate to
handle all of the carrying trade,
and much of it is now being
diverted to smaller and slower
freight steamers, causing dissatis-
faction among the shippers. A
direct fast-freight service between
the Gulf and Atlantic ports of the
United States and Hongkong
would, in all probability, secure
a large portion of the cargoes now
being consigned to these ports in
foreign ships.

FOR HIM



Gifts He'd Choose
Himself

HUNDREDS of colourful,
practical gift selec-
tions are here. POWELL'S
are happy to announce
the largest assortment,
the greatest quantity, the
most attractive Christmas
merchandise their store
has ever shown.



Wm. POWELL, Ltd.

Gentlemen's Tailors and Outfitters.

HONGKONG HOTEL BUILDINGS. PEDDER STREET.



NO illustration of an exquisite piece of
jewellery was ever made which at all
adequately pictured it. The illustra-
tions in this advertisement are merely
intended as a hint to the Christmas
shopper.

Sincere's extend a cordial invita-
tion to all seekers of beautiful gifts to
visit the store to examine the originals.

Our prices to-day are lower than
at any time in recent years; hence
gifts of jewellery purchased here are
not only beautiful, but they are the
finest Yuletide investment you can
make.

SINCERE'S

FIFTY-ONE YEARS IN
ROYAL SERVICE.
Mr. George E. Miles, M.V.O.,
has just retired from the position
of Inspector of the Palace
at Windsor Castle, after a
period of service of over
51 1/2 years. He entered the
Lord Chamberlain's Department
at the Castle as the accountant
in March, 1873, under Mr. Sen-
brook, Inspector of the Palace,
at which time his father, the late
Mr. William Miles, who held the post
there, in the year 1893. Mr.
George Miles was appointed
Inspector of the Palace in 1901
and in 1901 he was made
Inspector of the Palace, the
retirement of Mr. Leonard Col-
mann, and has held the post
since.

Just Arrived.

FRESH STOCK OF
H. D. FOSS & Co's.AMERICAN
CHOCOLATESin great variety
elegantly packed.

A. S. WATSON & CO., LTD.

Phone C.616.

THERE is not room here
to tell you why you should
have a Victrola for Christ-
mas. We have therefore
taken Extra space on Page 3
of this issue.

S. MOUTRIE
& CO., LTD.

Sole "Victor" Distributors.

GET THAT CHRISTMAS
FEELING !!!

If you have not already started your shopping
campaign, you should do so at once. We solicit
your enquiries and extend you an invitation to
come and view our special display of XMAS
FARE, consisting of:—

FANCY BOXES of CONFECTIONS

Prices from 60 cts. to \$40.00

CLARNICO CONFECTIONERY

From \$1.20 to \$2.00 per lb.

CHRISTMAS CRACKERS

Prices from \$1.00 to \$26.00

CRYSTALISED FRUITS.

MUSCATELS (clusters)

ALMONDS (Jordan)

BRAZIL AND ALMOND NUTS

YORK HAMS

OX TONGUES

PATE de FOIE GRAS, Etc.

All Departments will remain open until
6 p.m. from 15th. to the 24th. inst. inclusive.

Lane, Crawford, Ltd.

Tel. 4567.

Est. 1850.

HERRING HALL
MARVIN SAFES

FOR
OFFICE, HOUSEHOLD OR
PERSONAL USE IN KEY-
LOCK OR COMBINATION
ATTACHMENT.

"THE SAFE WITH
THE REPUTATION."

Immediate Stocks
Offering.

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MUSTARD AND CO.

17, Connaught Road, Central,

Tel. C 1186

The Telegraph.

HONGKONG, 17th Dec., 1924.

THE WORLD'S
SHIPPING.

We are in receipt, from the local agency of Lloyd's Register of Shipping, of the report of the Society's operations during the year 1923-1924. With the recent slump in shipping, and the avowed losses of certain companies—for example the statement by Lord Inchcape that his ships are being run unremuneratively to the Far East—it is of special interest to observe the general tendencies as disclosed in the Register under discussion. There is an inclination to regard the worst period of the depression as over, and a more hopeful view is perhaps justified by the gradual recovery from the reaction which followed the post-war boom. There has been a decided falling off in building, and the tonnage of new vessels classified by the Society during the year under review constitutes the lowest record for fifteen years. To read that there is now a world mercantile fleet about fifteen million tons greater than ten years ago suggests an anomaly, but it is pointed out that a great deal of this total represents laid-up tonnage which is unlikely ever to be able to come into effective use again. Cautious opinion is expressed with regard to the slight increase lately observed in the tonnage laid down—not necessarily a sign that improved conditions are expected. In many instances, the new vessels, we imagine, will displace practically obsolete ships which are now in commission. Operating costs being what they are, with small prospect of better conditions ahead, one cannot look at the future of the shipping industry in a rosy light.

Apart from the question of the general prosperity, or otherwise, of shipowners in general, there is the very intriguing study of developments in shipping which are destined to play a large part in determining future efficiency and perhaps even future economy. The gradual extension of the use of improved machinery is well illustrated in Lloyd's report. We find that the total tonnage of the world's shipping, excluding sailing craft, is estimated at 61,514,140 gross, made up as follows:—Steam reciprocating nearly 51,000,000; steam turbines nearly 9,000,000; and m.t.s. only 2,000,000.

When the matter of fuel is considered we find that the total using coal only is now about 42,400,000, and the tonnage using oil fuel, or able to burn either coal or oil, is just over 19,100,000. The tendency is to extend the use of oil fuel considerably. Another point is the unpopularity evidenced nowadays of the mammoth liners, which experience shows to be costly to operate and even dangerous to navigate under certain circumstances. The economic limit seems to have been ascertained by now, and the best all-round tonnage for a big ship is probably well reflected in the case of three liners which came under Lloyd's registry during the period in question—one of 23,228 tons gross for an Italian concern, and two of 20,837 gross for the P. & O. Company. Most probably we shall find something next year about the latest invention—the "rotor" system of wind propulsion—and, who knows?, the problem of economical working even in slump periods might be solved. But that aspect of the future of shipping is not within the scope of the present discussion.

A Harbour Bridge.

Here in Hongkong, where the idea of a bridge or causeway to span the harbour has often been mooted, more than passing interest will no doubt be evinced in a great engineering feat which has been begun in Sydney—namely, the preliminary work in connection with the scheme for a mammoth bridge across the harbour of this great Australian port. The growing traffic problem in Sydney, and the necessity of planning for future developments, has made this scheme imperative. Some idea of the magnitude of the undertaking may be gathered when it is pointed out that the bridge will be of the two-hinged arch type, with a span of no less than 1,650 feet—the largest of any bridge in the world. There will be no fewer than four lines of railway accommodated on the bridge, in addition to a roadway 57 feet wide for six lines of vehicular traffic and two footways each ten feet in width. The highest point in the arch of the bridge will be 445 feet above sea level. As to the cost of the scheme, the contract for erecting the bridge has already been let at a figure over £4,200,000. These are only a few features of this wonderful undertaking, the progress of which will be watched with deep interest by engineers in all parts of the world. There is, of course, no call for such a tremendous project here in Hongkong, where our traffic problem is not nearly so huge or acute as that of Sydney. But we call attention to this scheme because of the general interest it must arouse and also because it at any rate bears out the feasibility, from an engineering standpoint, of great steel bridges being thrown across harbours, where the necessity therefore exists.

"The Cup."

Those folk in the East who still follow the vagaries of Home "soccer" will no doubt have been greatly interested in the draw for the first round of the Cup Competition proper, which we published yesterday. Unless the unexpected happens, there would appear to be every prospect of last year's finalists (Aston Villa and Newcastle United) getting through to the second round without much difficulty. The former are to be at home to Port Vale, a side which is about midway in the Second Division table, whilst Newcastle entertain Hartlepool, a team which occupies a rather lowly berth in the northern section of the Third Division. Incidentally it may be mentioned that last year's finalists have been keeping fairly close company in the League this season. On the whole, the draw is a most interesting one, and if it does happen that there are several instances in which Northern sides have to face other teams from the North, yet the same applies to the South as well. We are glad to see that famous amateur combination, the Corinthians, in the competition, although they have a tough nut to crack in Sheffield United at home.

DAY BY DAY.

ABUNDANCE CONSISTS NOT ALONE IN MATERIAL POSSESSION, BUT IN AN UNCONQUERED SPIRIT.—Selden.

Two Chinese cases of typhoid were notified yesterday.

Miss Doris Woods, the well-known dancing expert, returned to the Colony this morning.

The s.s. Taiyuan, from Australia, reports one death from senile decay during the trip.

Major E. St. L. Shaw, of the East Surrey Regiment, has been placed on the half-pay list on account of ill-health.

Amongst the passengers who left by the President Jefferson for Shanghai yesterday were Mr. and Mrs. P. H. Suckling.

The s.s. Hydrangea reports that the Fukki Maru is lying on Swatow Bar with her back broken, being still on fire.

Lieut. V. W. Richards, of the East Surreys, proceeded to the United Kingdom on sick pay by the P. and O. liner Mantua.

Mrs. Middleton Smith is to present the prizes, at the Chinese Y.M.C.A., on Saturday night, to the students of the Educational Institute.

Messrs. Carroll Bros, share-brokers, have just issued in convenient form interesting facts and figures of local and other stocks.

We have received from Messrs. Moutrie and Co., Ltd., a wall calendar bearing some very amusing coloured sketches parodying weather forecasts.

The silk forwarded from here by the Empress of Russia on the 20th November arrived in New York (St. John's Park) on the 13th December, having been 23 days in transit.

The Kongmoon steamer On Lee is soon to go into dock at Taikoo for a thorough overhaul. Her sister ship, the Tai Lee, is now back on the old run, looking all spick and span after her recent overhaul at the same Docks.

It was stated that an armed robbery occurred at No. 261 Stone Nullah Lane at 9 o'clock this morning. The preliminary report states that four men were implicated, three being armed with revolvers. Other details are not yet available.

"G. G. L." writes:—"Referring to your publication in yesterday's issue with reference to 'More Trouble,' I wish to call to your attention that the Abbe T. Moreux, director of the Bourges Observatory, is of French nationality, and also that the Bourges Observatory is in France."

In connection with the marriage of Mr. Look Mun-king and Miss Ho, whose photograph we published on Saturday, it should be stated that the bridegroom's father is Chief Manager of the Bank of Canton, Ltd., and that the bride's father is a compradore of the Hongkong and Shanghai Banking Corporation, the bride being the eldest grand-daughter of Sir Robert Ho Tung.

Long Taek-sam and his troupe of acrobats still head the bill at the Queen's Theatre at the 9.15 p.m. performance each evening, where excellent variety is once again offered under the title of vaudeville. To-night and to-morrow night will be their last performances here, as they will sail for Australia on Saturday. Constance Talmadge's latest First National attraction, "Polly of the Follies," which is shown at the Queen's Theatre at 5.15 p.m., is said to be the brightest and liveliest comedy drama the young star has contributed to the screen.

MOTTO FOR LONDON.

The quest of a motto for London appears to have come to an end. A committee of the London County Council, which has long been considering the matter, has reported that it is impossible to reach a unanimous decision and has recommended that the attempt be abandoned. Many suggestions have been made.

DURING THE MONSOON.

HOW TO PROCEED SOUTH
OF HONGKONG.

[BY "OLD HAND"].

The writer, who has made about 100 round trips between Hongkong and Saigon, during which he was in command for 55 trips, and who has also made about 30 complete round trips as master between Hongkong, Singapore, Sumatra, Java and Borneo, would like to suggest for the benefit of mariners a few directions as to how to proceed during the full force of the N. E. monsoon.

From Hongkong to Saigon, from November to March.—To get the full benefit of the fair current, set the course from Gap Rock to a point about 45 miles W.N.W. off the north reef of Paracel Islands. From there set your course for Pulo Gambir rather than for Varolla, in order to get the benefit of the full sweep of the current coming out of the Tonkin gulf.

After you have sighted land somewhere in this vicinity, keep about eight miles off the coast until you sight Padaran. Then pass 4-5 miles off Padaran, go just outside Althea Bank and set your course about 10 miles off Kega. Then steer four miles off Cape St. James, or as you may think fit.

I feel that after long and varied experience in these waters I can safely recommend this route during the winter months in order to make a quick passage.

FROM SAIGON TO
HONGKONG.

This is really a most interesting trip, as there are about four different ways of making it—that is, from Cape Padaran to Hongkong, and very few even of the older masters in this run will agree entirely upon which way is the best. I have tried them all, and will only state that you can never fully rely upon how the current will run in these waters.

Here is the route the writer usually follows:—

When Cape St. James is well cleared, steer inside Britto Bank for Kega Point. (In clear weather it is safe to go inside Britto Bank, providing you watch the bearing of Kega Pt. light-house and other landmarks carefully). However, if the weather is misty or rainy, or if the vessel is drawing more than 20 feet of water, I always go well outside of Britto Bank. From Kega Point to Padaran follow the coast as closely as can possibly be done with safety, to avoid the heavy seas and current.

During the night I would just follow the edge of the visibility of the south western sector of Cape Padaran lighthouse, i.e. just keeping the lighthouse in sight for a little while, then losing it again, and so on. This takes you clear of all dangers.

During the day, the top of Pulo Coeur de Torro and the highest peak on the Cape Padaran islands form an excellent range to go by.

From Padaran towards Varolla, I would follow the coast as closely as possible, going inside all the outer islands as long as there was daylight. As soon as the night set in, I would steer for the passage between Macoesfield Bank and the Paracel Islands, keeping rather closer to the former than to the latter. I find that at times, but not always, I would obtain a favourable current by going this way.

A few words of caution are here necessary. When you approach these waters, obtain as many observations as possible, as treacherous side currents often occur in this vicinity. Do not forget that perhaps just as many vessels have been wrecked on the Bombay Reef as on the North Reef, Paracel Islands.

During the day the Macoesfield Bank can generally be discerned when there is any wind to speak of, as there are more whitecaps and discoloured water on it than there is elsewhere in the vicinity. Between Macoesfield and Gap Rock look out for a westerly set. But once or twice I was set the other way.

ANOTHER GOOD ROUTE.

Follow the coast to Varolla, or as close to it as you can get during daylight.

Draw a line in your chart between Varolla L. H. and Kulao Rai L. H. Draw another line parallel with it and 90 miles

WINNERS.



Photos show George Duncan (top) and Abe Mitchell (bottom) who have just beaten Hagen and Sarazen in a 36-hole match.

apart. When it gets dark, get out on that line and proceed nearly up to Hainan Island, then steer for Hongkong. The writer obtained excellent results twice by following this route, which is not very widely known. Look out for the south-western part of the Paracel Islands.

A THIRD WAY.

From Padaran, steer east of Macoesfield Bank and then for Hongkong. This makes the distance—roughly 120 miles longer. But as more favourable currents may often be obtained, many shipmasters have found it to their advantage to go this way, especially when they had strong and seaworthy vessels under their command, because it must not be forgotten that the sea is generally rougher around the Macoesfield Bank.

THE FOURTH WAY.

This route is generally followed by the smaller and less seaworthy vessels. They will sometimes follow the coast nearly all the way up to Pulo Gambir, sometimes anchoring in any of the small harbours along the coast when the weather gets too rough towards nightfall. Afterwards some of them will go nearly up to Hainan Island before they out across to Gap Rock. The writer followed this route on his first voyage as master from Saigon to Hongkong, but never afterwards, as in his opinion, he found little to recommend it.

A last word of caution. In my opinion there is no earthly reason for going close to the north reef, Paracel Island, during the N. E. monsoon, either going up or down. However, the current at this time of the year around the north reef will generally set to the westward.

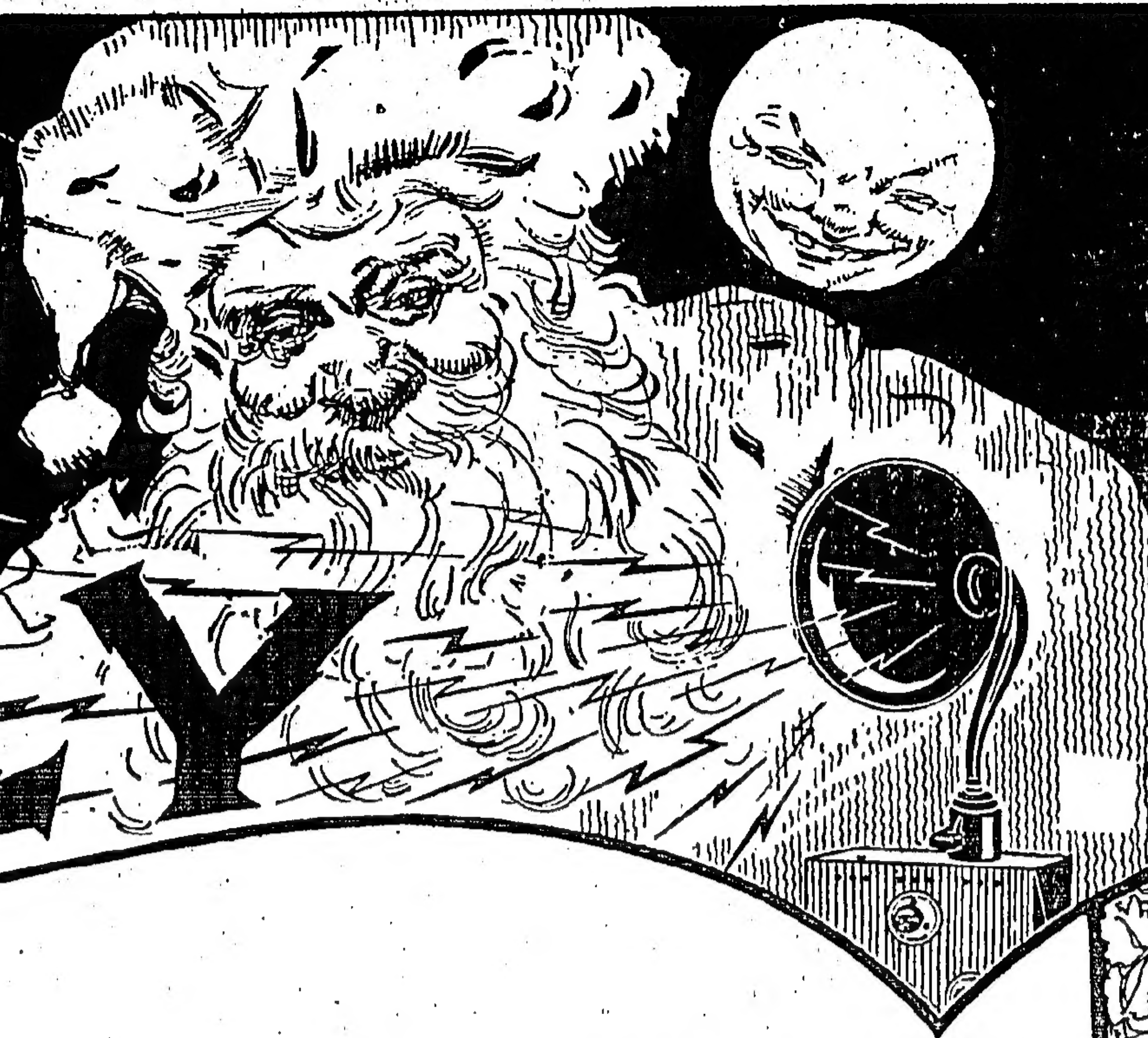
HONGKONG-SINGAPORE.

Either follow the usual route, or, as I have done to advantage, although the distance is longer, steer as you would for Saigon until Padaran is passed. Sight Pulo Coeur de Torro during the day. If possible steer for Pulo Aor rather than for Pulo Manki. Very favourable currents should be obtained this way.

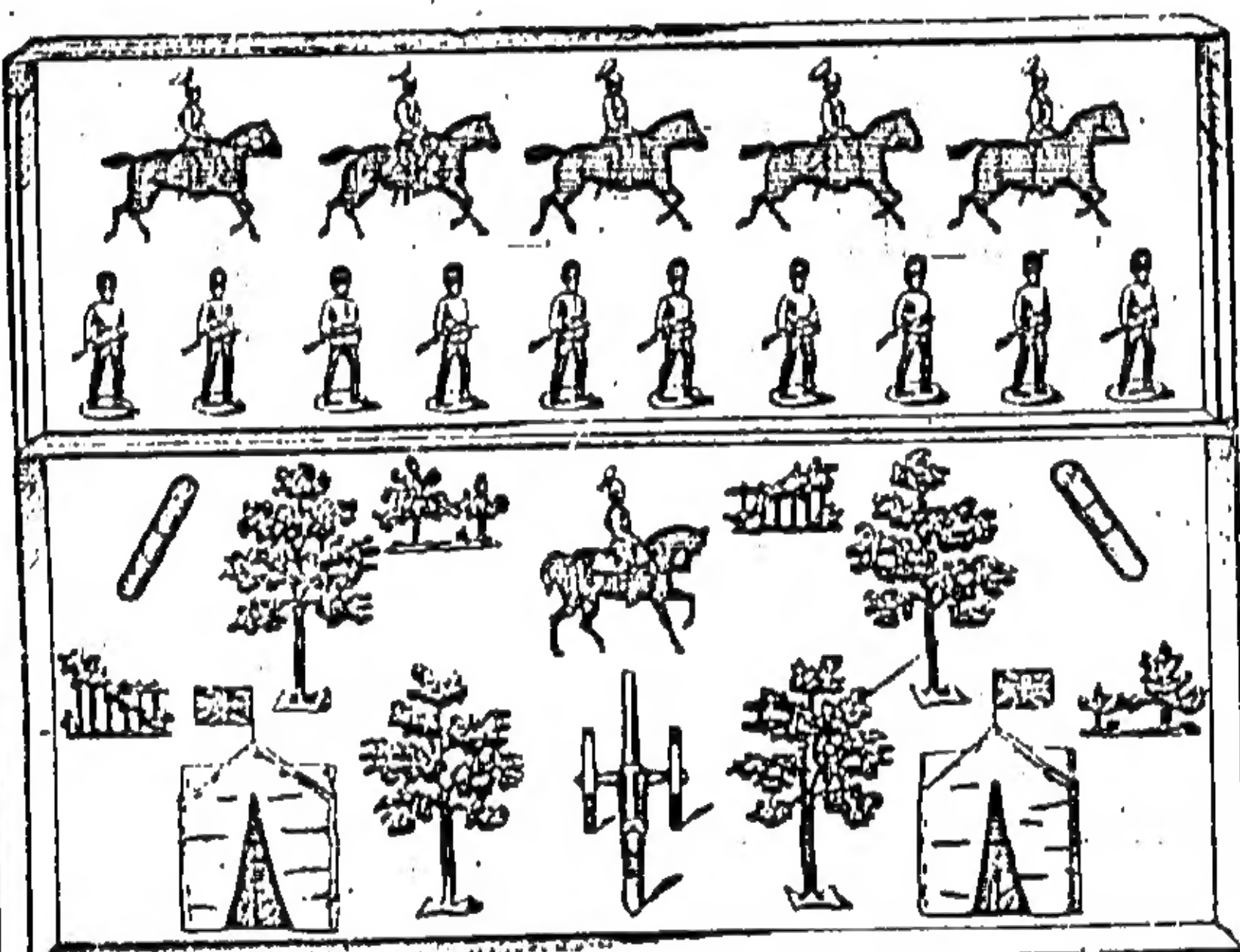
From Singapore to Hongkong, follow the usual route if your steamer makes a good steady speed of 12 knots or over.

Otherwise follow the track in the chart as drawn for "low powered steamers." You will find that it pays.

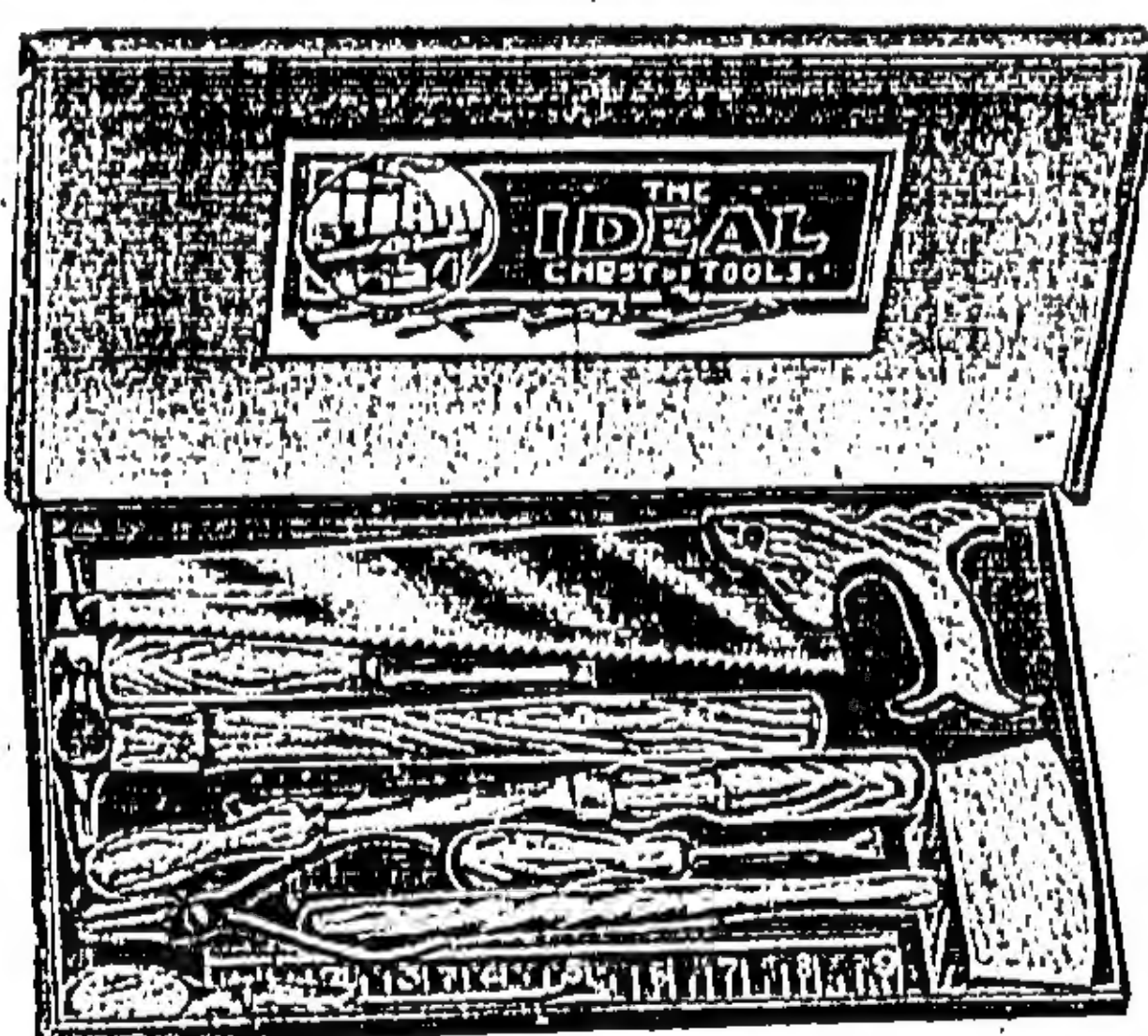
SHOP EARLY



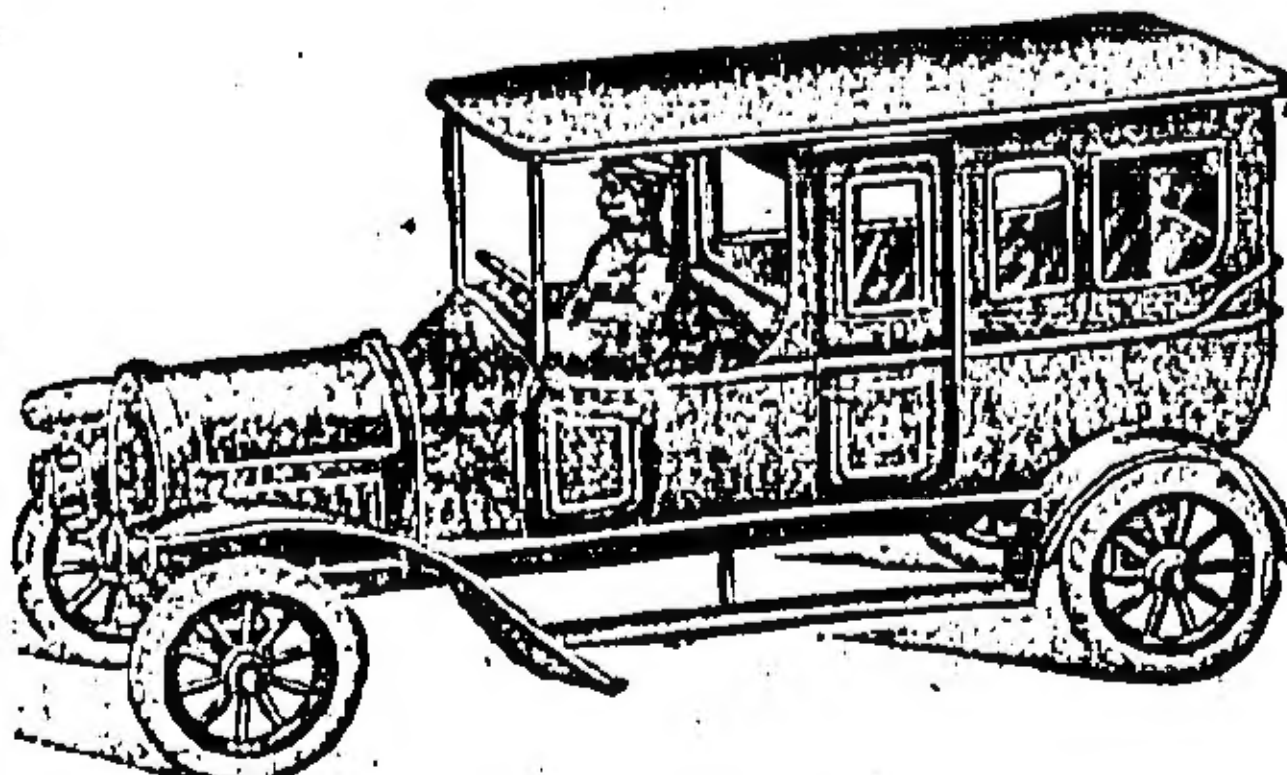
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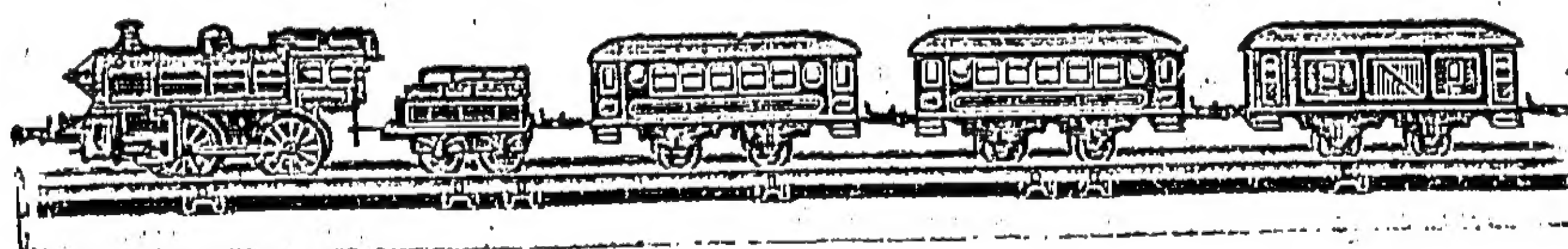
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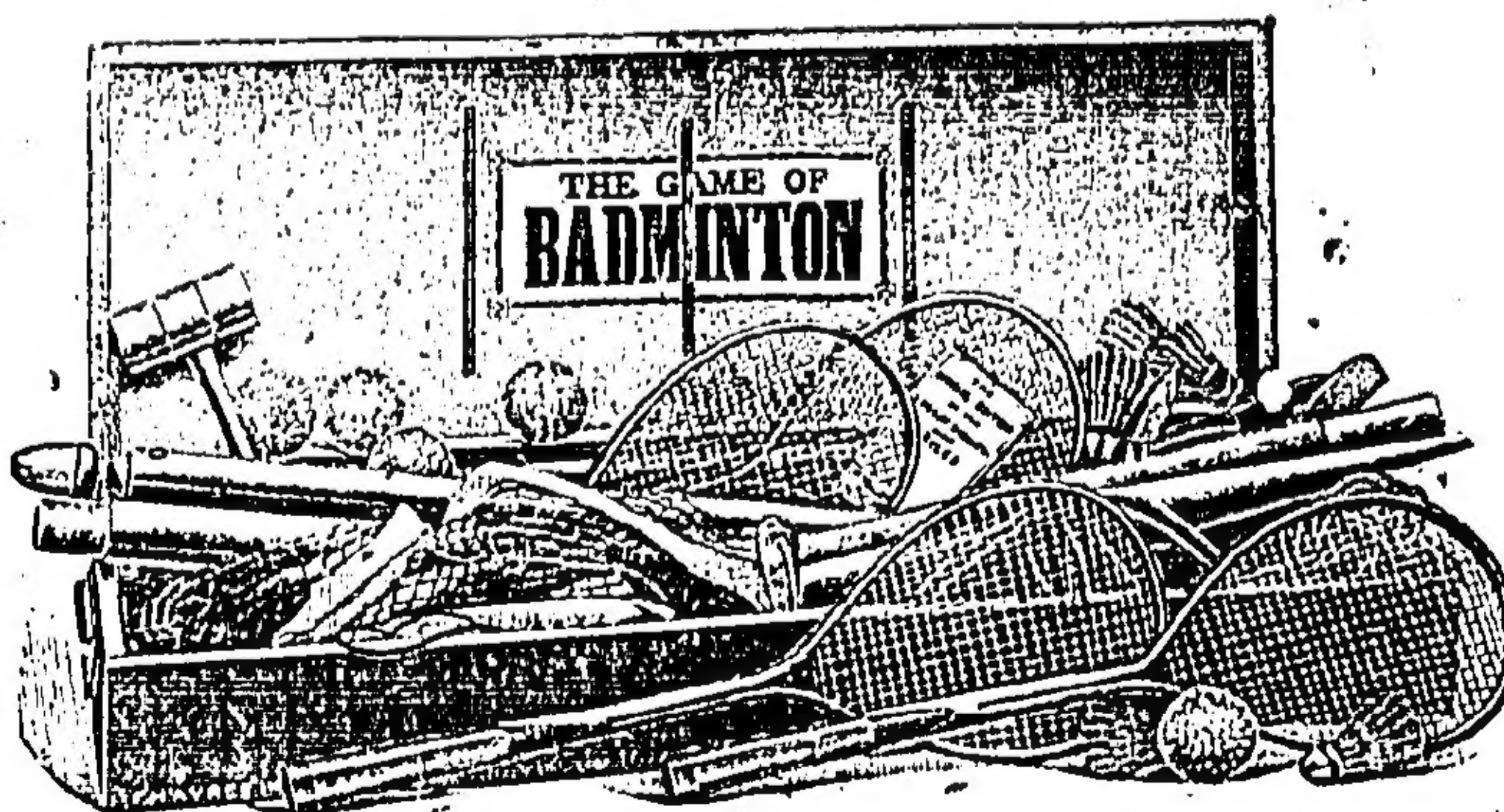
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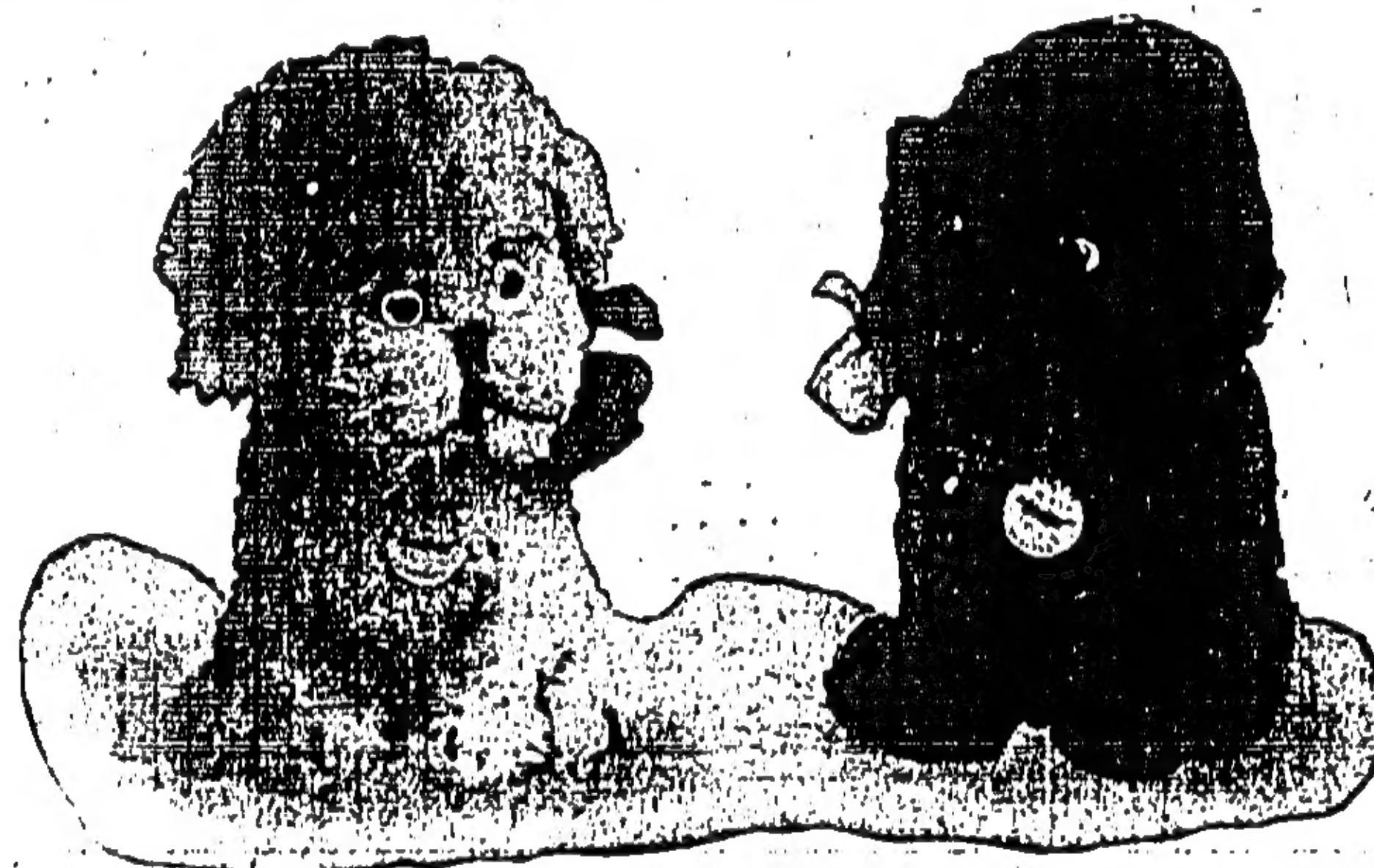


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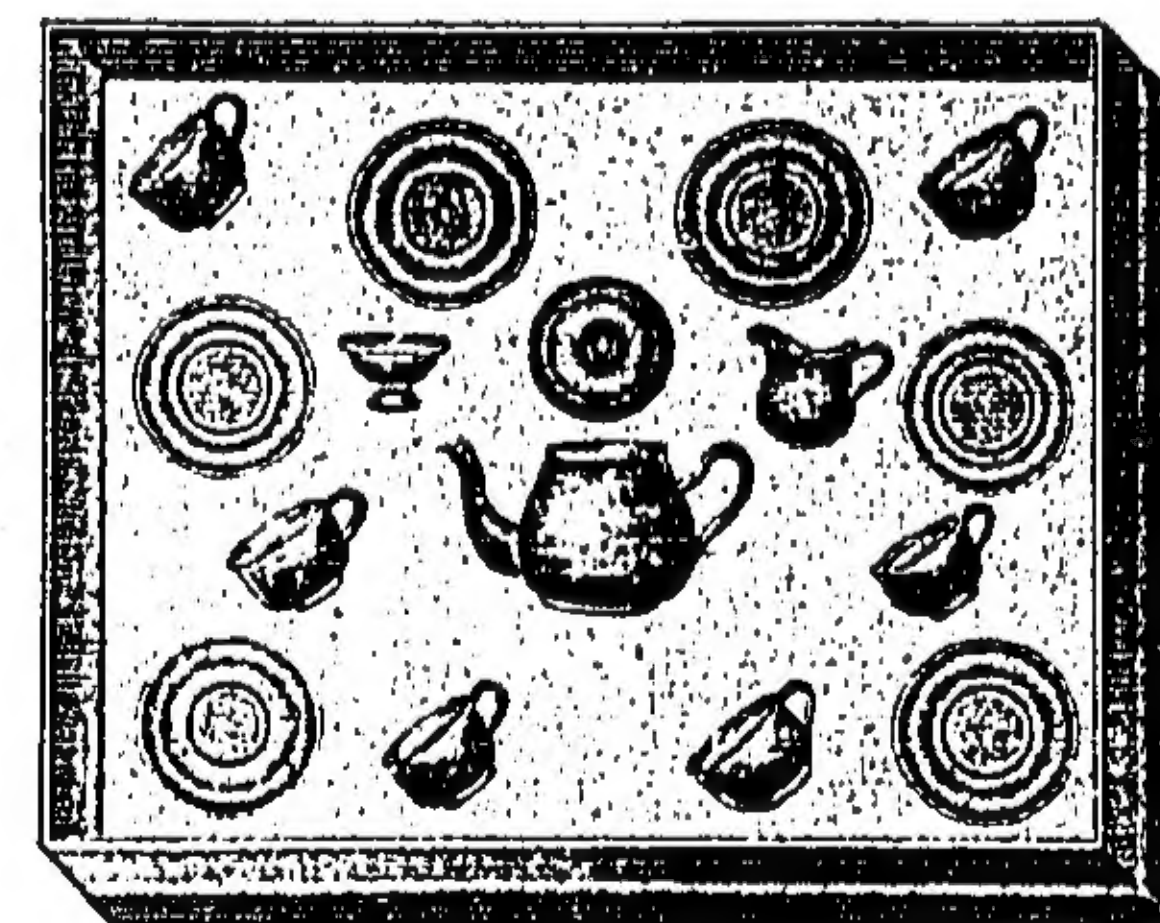
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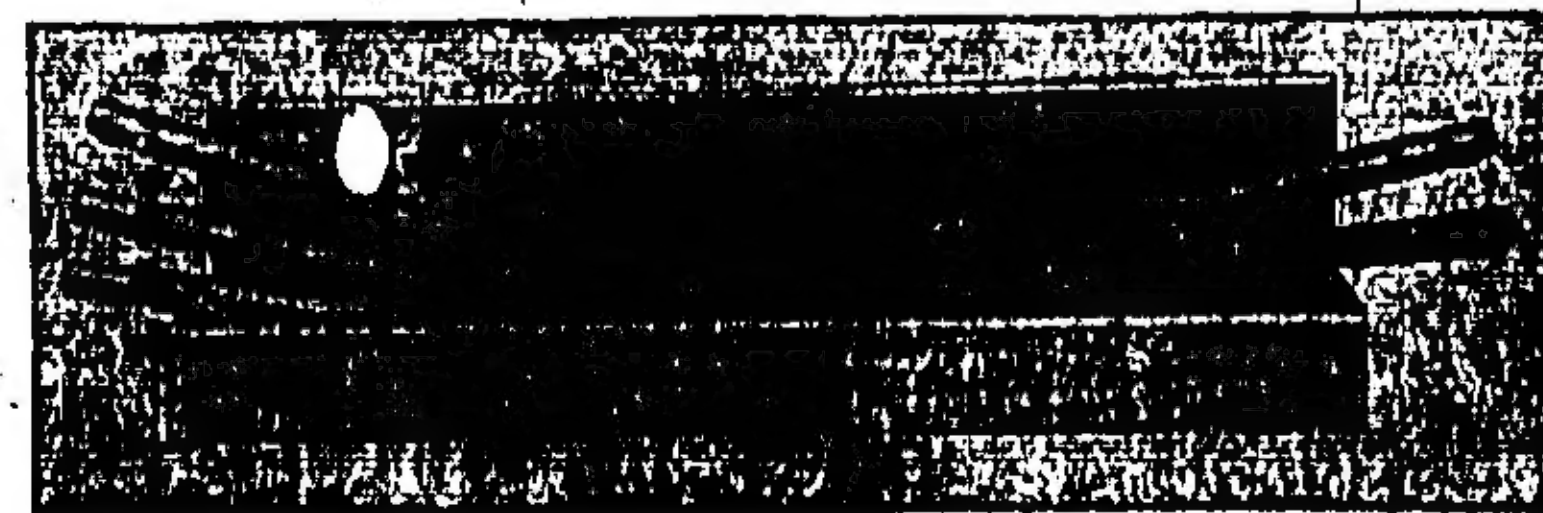


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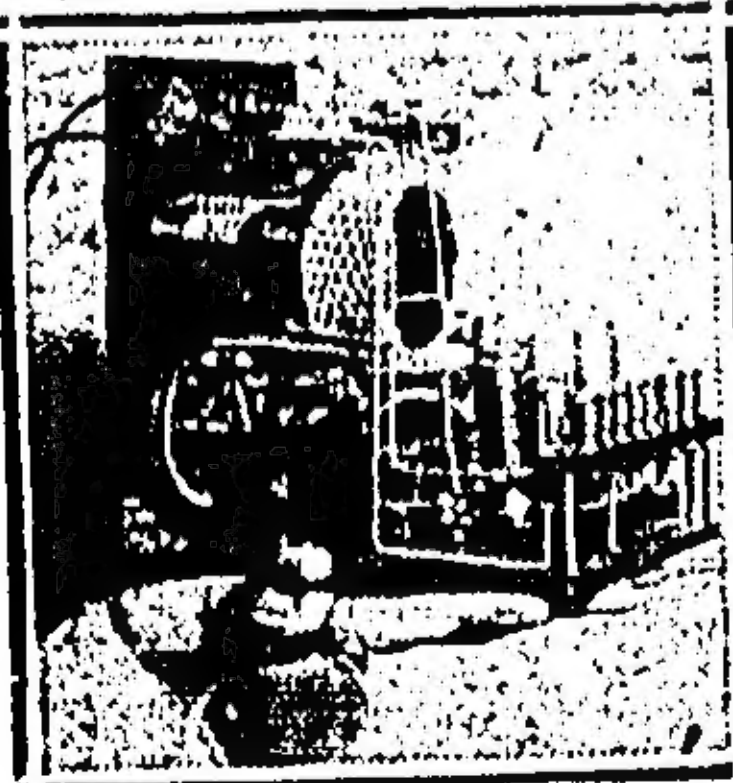


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MUCH IN LITTLE.



Portables cannot equal this tiny three-tube receiver. P.F. McGuire of Newark, N. J., built it. It measures 3 1/2 inches long by 5 1/2 high in front, uses dry tubes and accommodates both phones and loud speaker. All its parts are standard.

RADIO NOTES AND NEWS.

U. S. Boats Get Wireless Compass.

In line with their policy of providing every safeguard for lives and property at sea, the United States Shipping Board has lately installed on five President ships operated for them on the Pacific the very latest development in radio, reports a Manila paper.

Times was when one of the greatest dangers of ocean travel was the fact that if fog or heavy weather was encountered when approaching land, it was often impossible to tell the exact position and many a good ship has come to grief through the inability of the master to tell where he was.

To-day, thanks to the radio compass, all this is changed and it is now possible, no matter how foggy it may be, or how stormy the weather, for the master to ascertain his exact location at any time just as if the sun were shining.

The method by which this is determined is declared to be simple. When in doubt as to a ship's position, communication is established with various shore stations or other ships, their position ascertained and plotted on the chart; the point where the different lines all meet being the position of the ship.

This radio compass is now installed on all five of the Pacific Mail fleet, the President Cleveland, President Lincoln, President Pierce, President Taft, and President Wilson.

The radio compass consists of a revolving loop aerial placed above a Gyroscopic repeater, which is connected in the master compass. The loop is connected to a sensitive radio receiver, containing four steps of amplification. When the signals of a desired radio station or vessel is tuned in, the loop is revolved until the station or vessel is heard at its weakest point or broadside of the loop, which indicates its direction.

The loop is equipped with a calibrated scale which gives the points of the radio bearing. But this is not exactly correct because of various metal parts of the ship which distort the incoming waves. However, unless there is change in the ship's construction, these errors remain constant. In order to check this error a small vessel with a transmitting set is circled around the ship at anchor, and the radio bearings are checked with the actual sight bearings.

The greatest feature of the new compass is a device for automatically subtracting this error. The lower scale above the compass has a sight wire operating on a system of levers which are controlled by a distorted circle. When the radio bearing is obtained, the circle below is distorted by set screws until it makes a correction of the degrees necessary for true bearing and as the error from any given point is constant the reading on the lower scale always gives the radio bearing plus or minus the error.

BROADCASTING IN MALAYA.

Why It Hangs Fire.

Repeated references to the rapid strides which are being made in connection with broadcasting in England and America, and in other places where this scientific development is more recent history, serve to emphasize how far behind the times Malaya is, despite the energies of a few enthusiasts to whom the establishment of Broadcasting Societies in Singapore and elsewhere in this country is due, says a Singapore paper. True, listeners in England have a far more considerable field from which to draw enjoyment than over Malaya can have, so far as one can see in the present stage of development of broadcasting, but Ceylon is in much the same position as Malaya. Yet listeners in Colombo derive a considerable amount of enjoyment from the radio concerts arranged by the Broadcasting Society there, and the latest papers to hand from the island refer to decided improvements effected in connection with the most recent concert, some of the items of which were transmitted flawlessly.

Matters in Malaya are held up at the moment by the home authorities to whom have been referred the rules and regulations framed by the Government Wireless Committee—constituted in 1922—to control the issue of licenses for receiving, transmitting and broadcasting. Pending the approval of these regulations the issue of licenses to amateurs has been entirely suspended. The licenses at present in existence in Singapore had to have the

approval of the Governor-in-Council, but it is contemplated that under the proposed regulations conditions here will be similar to those prevailing in England, and that licenses will be issuable by the Postmaster-General.

Of the seventeen licenses in operation here at the present time some have been issued to locally registered steamers and others to manufacturers and their agents who will be interested in the supply of instruments when the present restrictions upon the issue of licenses cease, to exist, these few licenses having been issued to enable experiments to be made with a view to ascertaining the most suitable apparatus to be used here; for at atmospheric conditions here differ considerably from those which prevail in England and elsewhere, where broadcasting is carried on to a large extent.

The Singapore Harbour Board and the Telephone Company are license holders for experimental purposes, and more recently one learns, a license has been issued to the Singapore Broadcasting Society.

"OCEAN MAIL"

Letter "Posted" at Sea.

A letter, bearing the words "Ocean Mail" on the envelope, and picked up off the Canary Islands by a fishing boat, has been received by Mrs. Samson, of Guildford.

The letter is from her husband, who is on board the "Port Wellington," a cargo boat which was on a direct voyage to Melbourne, Australia, by way of the Cape.

In the letter Mr. Samson says that as there was no means of sending letters home, owing to the boat not stopping at any port, the chief officer was making a raft, to which was going to be lashed a canvas bag containing a coffee tin made watertight.

In this tin would be placed the letters of those on board. A flag and mast were being erected, and, with instructions and a reward to the finder, the raft was to be thrown overboard in the hope that another vessel would pick it up and forward the correspondence.

JAPANESE PROJECT.

Yap To Have Radio Station.

In accordance with article three of the American-Japanese wireless agreement covering the island of Yap, one of the Caroline Islands in the Pacific now under Japanese mandate, the Japanese Army proposes to erect a highpower radio station on the island next year at a cost of 1,500,000 yen, says a Tokyo message of December 4.

This decision, which is to be incorporated in the form of an appropriation in the army's 1925-26 budget, is incidentally to forestall American action along the same line. The Yap agreement, reached after months of controversy between the two countries following the granting of the mandate for the former German islands to Japan by the Versailles Conference, provides that if Japan fails to provide adequate radio facilities on Yap, the United States shall have the right to erect a radio station there.

THE JOYS OF LISTENING-IN.

Burma Radio Club.

Another public meeting of these persons in Rangoon in connection with wireless development and broadcasting was held, on the initiative of the Burma Radio Club, on the roof garden of the Royal Hotel, on November 15th. The attendance was fairly good, but there would have been more present if it had been made known that arrangements had been completed for those present at the meeting to listen-in to a concert sent out by the Physics Department of the University College. However, the Radio Club was established on a sound footing, and as both the entrance fee and the monthly fee have been made very reasonable, it was not strange that most of those present intended to join the club. It was announced that 28 persons had already joined the club—which is more than the London Radio Club started with many years ago, to boast now of a membership of over 600,000.

Mr. Standen, who was in the chair, and supported by the Committee, said the Burma Radio Club had been established four weeks ago. The Committee, then

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appointed had held four meetings and quite a big bunch of preliminary work had been done. They had a copy of the rules of the Calcutta Radio Club, and the Committee had considered these and would draft out a set of rules to suit local conditions. It had been decided by the Committee that the entrance fee should be Rs. 12-8 and the subscription Rs. 2 a month, the first quarter's subscription to be paid in advance. These rates were exactly half of what the Calcutta Club were charging, and they had been so fixed in the hope that there would be a large membership.

IT'S A HUSHAPHONE.

Broadcasting from open spaces where large crowds are assembled requires a new type of microphone, called a "hushaphone." It is designed to exclude the shouts and other noises of the crowds while the broadcasting is going on.

STANDARD FREQUENCIES.

The U. S. Bureau of Standards has extended the range of its standard frequency transmissions, to be checked up by experimenters, broadcasters and others. The frequencies hereafter will extend from 125 to 6000 kilocycles, or from 2400 to 50 meters.

AFTER MIDNIGHT.

French amateurs who want to test their apparatus are not permitted to transmit on their allotted short waves before midnight. He can transmit at any time on wavelengths between 180 and 200 meters.

STORIES FOR BOYS.

Station Wsuf, New York, has begun a weekly series of stories for boys to be delivered early every Saturday night by Fred J. Turner, newspaper man and feature writer. Most of them will be instructive adventure stories.

KEEPS CLOSE RECORD.

Station Kgo at Oakland, Calif., keeps a record or "log" of every programme number and change of apparatus, every minute it is on the air. It helps check up and answer all sorts of queries about its broadcasts.

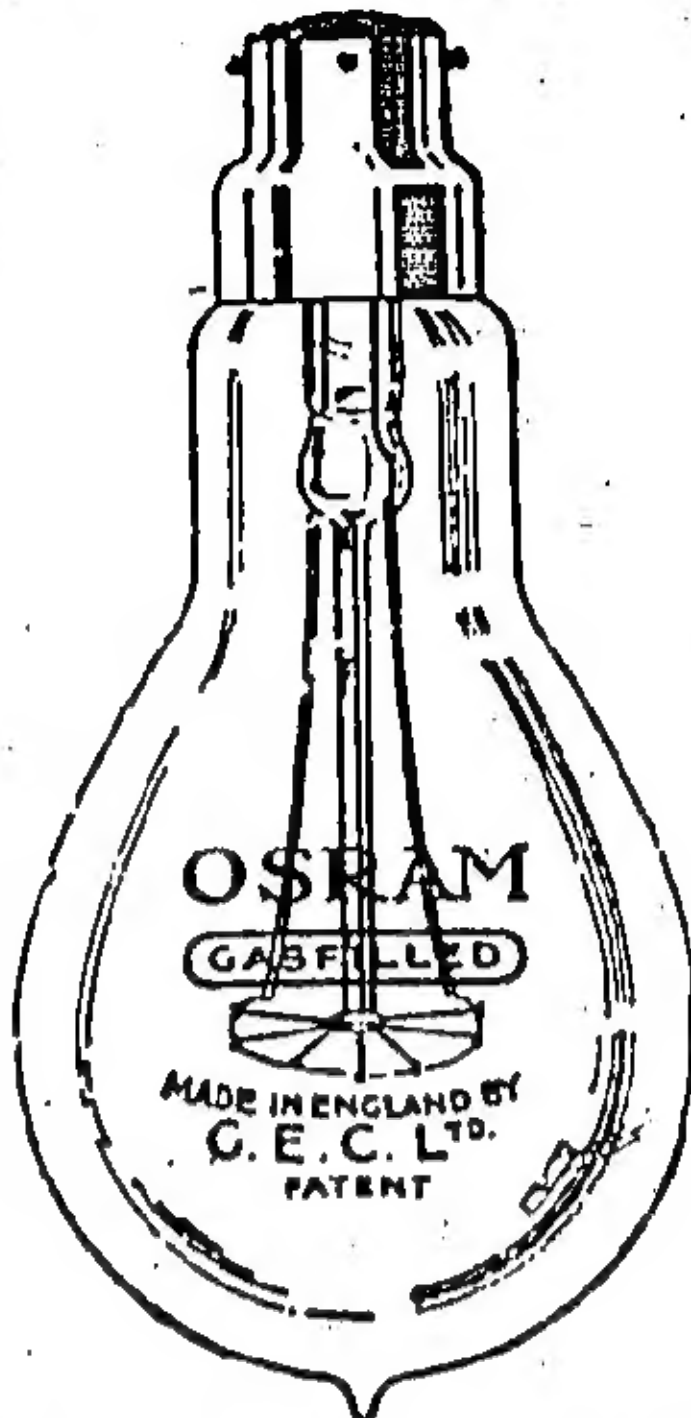
ELEVATORS IN TOWERS.

The 16 wireless masts to support the aerial of the powerful station at Rugby, England, are so high that each is equipped with an elevator to take workmen to the top when repairs are needed. When this station is completed, commercial radio service will be established between England and America.

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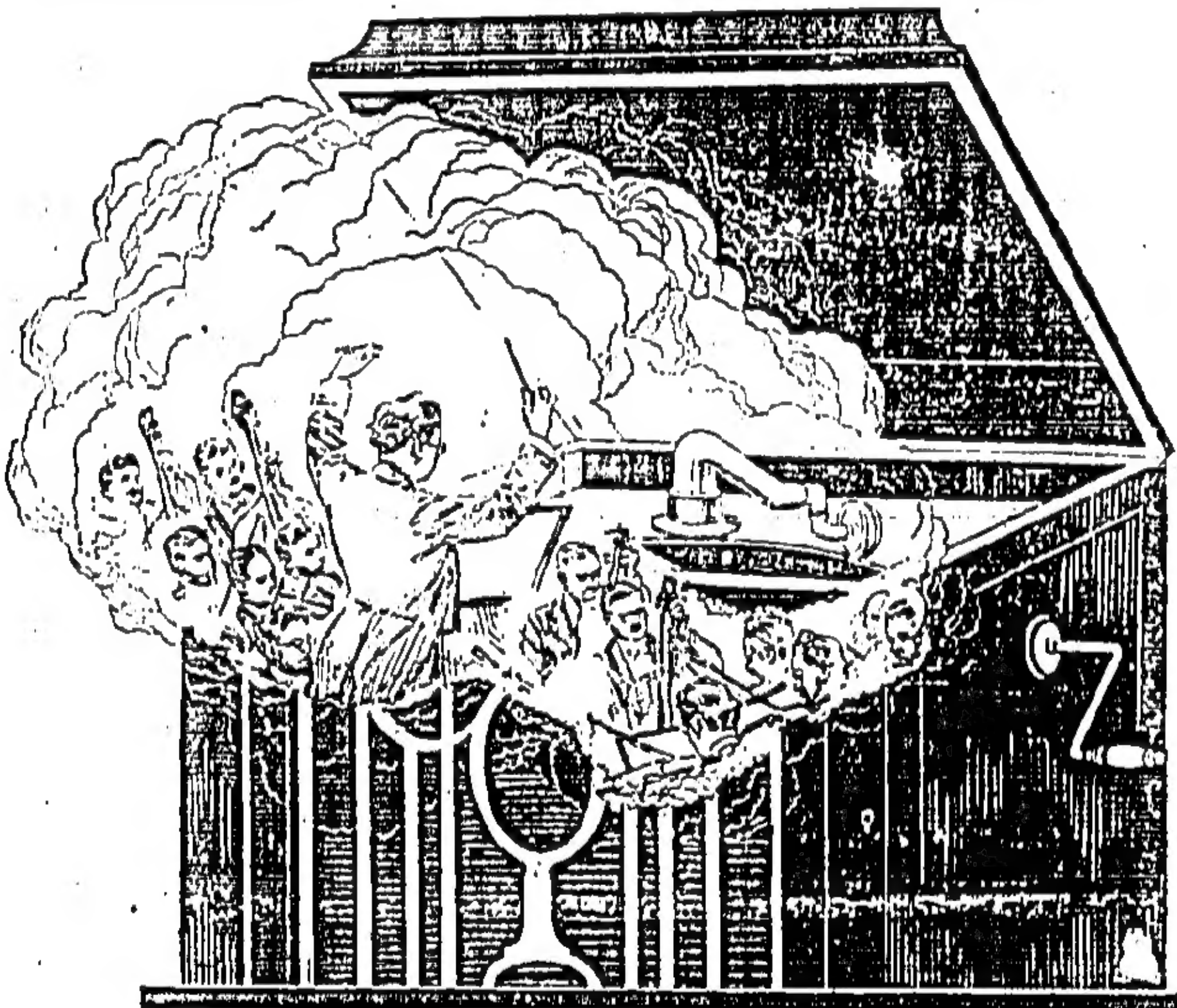
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ENGLISHMEN.

The Royal Society of St. George, which is tenacious of the rights of Englishmen, has resolved to vary its constitution to permit of the admission of citizens of the United States and of other countries who are of English blood. In seconding this proposal Mr. Harold Cox suggested that newspapers should be urged to use the word "English"

more frequently and not refer so often to "Britons." But it is sometimes difficult to know whether a man is English or British. Not all men know themselves. The Lord Mayor told the Society that of 36,000,000 inhabitants of England 96 per cent are English, and that London's 7,000,000 comprise 91 per cent English. But these figures do not tell the whole story. Nor could anything else, or anybody.

THE MARRIAGE SERVICE.

London, Nov. 27.—The House of Clergy at Westminster discussing the marriage service rejected by 100 votes to 66 a proposal to substitute for the bride, "Thou wilt love and comfort him," instead of "Thou wilt obey and serve him" but agreed by 86 votes to 78 to substitute "Love, cherish and serve" for "Love, cherish and obey."

BRITISH SHIPPING.

The Position and Outlook.

Lord Inverforth, writes to the Observer:—

Conditions in the present position of British shipping may not be satisfactory, if judged by the high standards which we have heretofore set upon the course of business in our shipping industry, but I quite fail to see why British shipping should be considered to be at a greater disadvantage than the shipping interests of any other mercantile power. In fact, I am prepared to state that, if we desired to strike a comparison, our position would be much the most favourable.

It must be remembered that, as an insular nation, our power has always been upon the sea. We have been forced to exploit the sea through the ages from practically every aspect, and a proof as to our success in this direction lies in the Colonies which we have founded and the extension of our Empire in every land. This being so, it seems to be a natural conclusion that our chances of finding an ultimate solution to the present difficulties with which we are confronted are far greater than those of other nations, whose possessions beyond the sea are more limited and whose mercantile marine has been constituted during a boom period when all classes of shipping were bound to be a commercial success, irrespective of proper management and a knowledge based on long years of experience.

LLOYD'S FIGURES.
The following table shows the world's tonnage (Lloyd's Register Book) at June, 1924. These are sea-going steel and iron steamers and motor-ships, owned by principal maritime countries:—

Country.	Gross Tonnage Owned. (Thousands Tons)
Great Britain and Ireland	18,917
British Dominions	2,213
U.S.A.	11,823
Japan	3,655
France	3,193
Germany	2,856
Italy	2,678
Holland	2,533
Other Countries	9,664
World's Total	57,530

In spite of war losses, etc., Great Britain and Ireland still own one-third of the world's sea-going steam and motor tonnage and over half as much again as their nearest rival, the United States (much of whose tonnage will never take the sea again as a commercial proposition).

DECLINE OF FREIGHT RATES.

Since the termination of the war the difficulties attached to international finance, labour troubles, and many other contingencies have considerably impeded the progress of reconstruction, and these factors have naturally interfered with trade and commerce generally. Furthermore, the large volume of tonnage constructed during the war, and also the large number of vessels released on cessation of hostilities, have created a supply far in excess of present requirements. Freight rates have, in consequence, declined with rapidity, and on business offering on today's markets a shipowner must display a very high standard of skill and knowledge even to trade his tonnage without incurring a severe loss. This state of affairs, to my mind, applies to all mercantile nations, and therefore the position of Britain is very far from being unique.

As some indication of our supremacy on the sea, the following table shows the proportion of British and other ships which passed through the Suez Canal—a representative main trade route—in 1923:—

Flag.	Vessels.	Not Tonnage.
British	2,839	14,264,214
Dutch	451	2,178,058
French	259	1,294,400
German	247	1,213,691
Italian	256	1,042,591
American	114	614,128
Japanese	172	986,283
Others	283	1,136,634
Total	4,621	22,730,162

On this, one of the chief trade routes of the world, British shipping tonnage in 1923 was nearly twice as great as that of the remaining nations in the world combined.

HOPEFUL VIEW.

It is not my wish to be prophetic, but, nevertheless, I feel that British shipowners to-day have an organisation which is on a par with that of shipowners of any other nation, and as soon as a revival in international trade comes about the opportunities offered by reason of our many foreign interests will give our shipowning community chances of far greater value than those which will be at the command of

MARRIAGE FAIR.

French Enterprise.

The Friendly Society of Parisian Youth is congratulating itself on the success of the fair held the other day, whereby men and maids come together with the purpose of marrying, says an exchange. From last year's fair—the first instituted—ton marriages resulted. From this year's the results have not yet been elicited, but it is alleged that they are promising well.

The idea of this remarkable institution is due in the first instance to the war and to the shortage of men, which, if it is not as serious in France as in England, yet means that a number of French girls—dot or no dot—will have to dispense with a husband. The "Amicale" cannot of course, produce more husbands than are there. It holds, however, that a great many girls have no opportunity of meeting a man, even if he is there and eligible. Men also very often marry the wrong girl because they do not see the right one. The fair is really a club, concentrated into one day, in which everybody there admits quite openly that he or she wishes to get married, and as an earnest of this wish gives the "Amicale" every particular of his or her standing and occupation.

The French have always been business-like about marriage, the preliminaries, except in the professional classes are nearly always arranged by the parents. The "Amicale" to a certain extent takes the place of the parents—who nevertheless attend the fair,—and it offers a very much wider range of choice for both parties than could any private person. The whole institution is eminently respectable, and the most searching inquiry takes place before admittance. Each member is given a number, and through this number can correspond with another number. Parents are welcoming the idea as, again, the "Amicale" has great facilities for making inquiries, and they can count upon seeing their son or their daughter suitably "range" if either of them has a liking for any of the numbers he or she meets at the fair.

The idea of the numbers has done very much to popularise the idea. It is, of course, possible to meet acquaintances. But the numbers provide a sort of incognito which prevents embarrassment and, after all, the acquaintance is also there on the same errand. The "Amicale" has reason to congratulate itself upon its businesslike venture, which yet allows of a considerable range of choice.

AMERICAN ATTEMPT ON EVEREST.

London, Nov. 26.—A Berne message says an expedition is being organised for an American attempt to ascend Mount Everest in the Spring. The party includes two Swiss mountaineers.

other nationals. Conditions must and will improve, and as shipowners in this country have thoroughly reorganised their interests so as to afford the maximum of protection during the times of great stress with which they have been confronted, I have the conviction that they are more than ever qualified to maintain their prestige, in spite of the efforts which might be made by other countries to wrest from us the trade routes which have known our flag for a long period of years.

Trade, however, will not, and cannot, revive until the prolonged and uncertain political situation has been properly adjusted. A restoration of international confidence is absolutely imperative, as, otherwise, the task of finding a sound and lasting basis of economic adjustment will continue to remain uncompleted. While such conditions remain, however, the trade of the world is bound to move slowly; but, notwithstanding this fact, I cannot see why Britain should be considered to be in a worse position than any other power. Although the present times are bad, and future uncertain, British shipowners have devoted considerable attention to the improvement and development of tonnage. The volume of interest displayed in the installation of the Diesel engine as a unit of marine power confirms this statement, and seems to point out that whatever the future may hold, we are determined to enter the world's markets with first-class material, capable of ensuring a high standard of efficiency, so that it will continue to remain a credit to the flag under which it sails.

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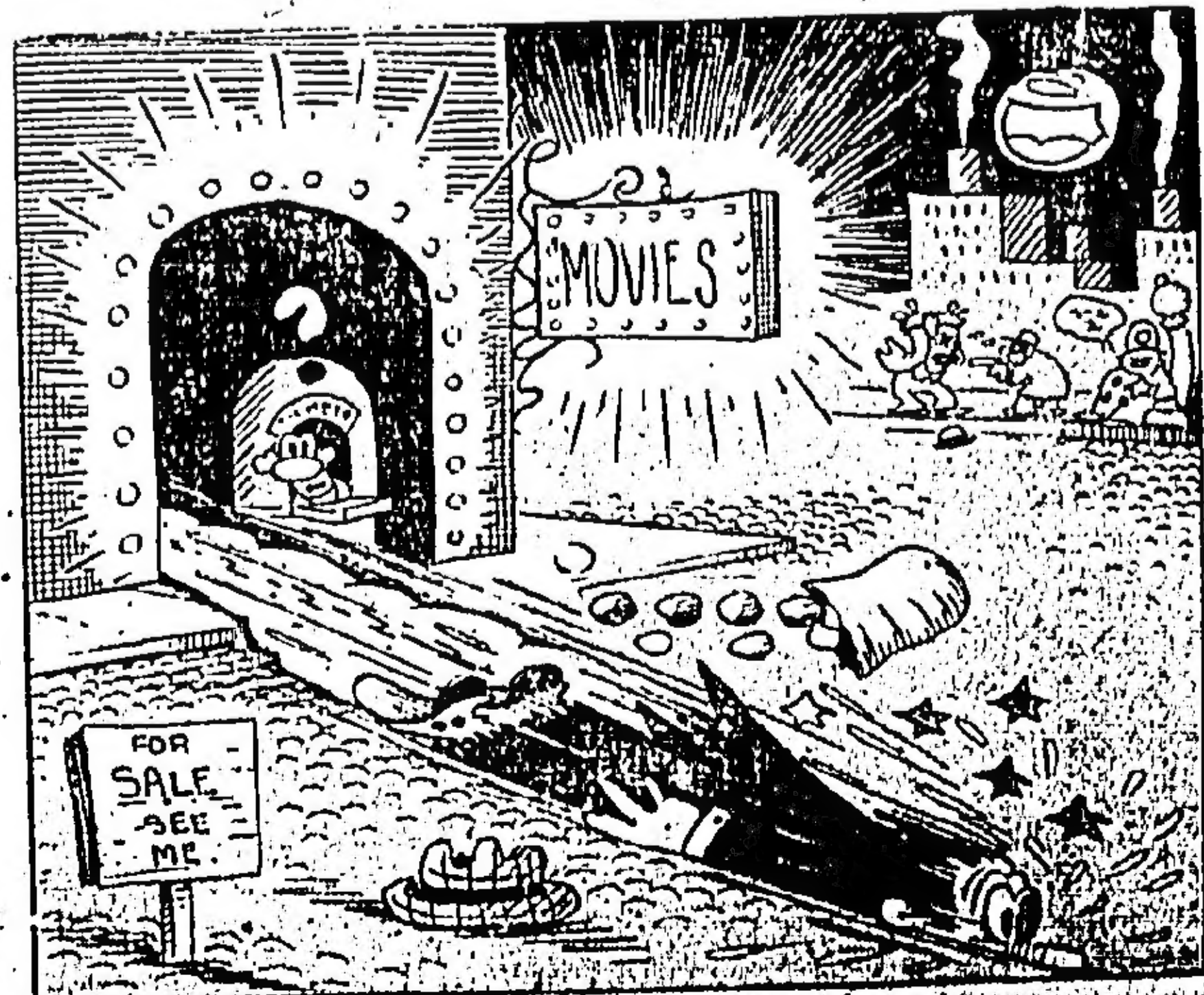
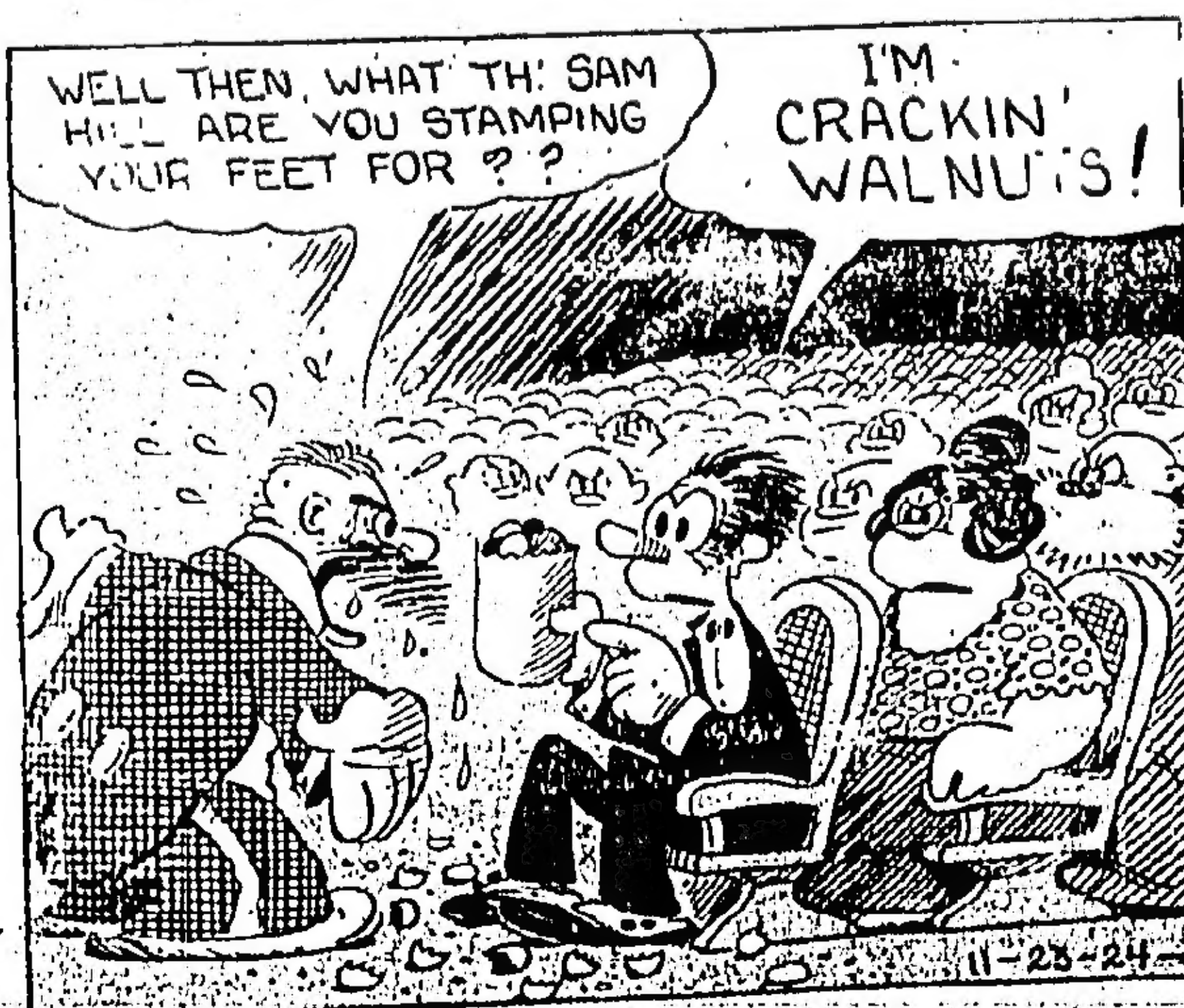
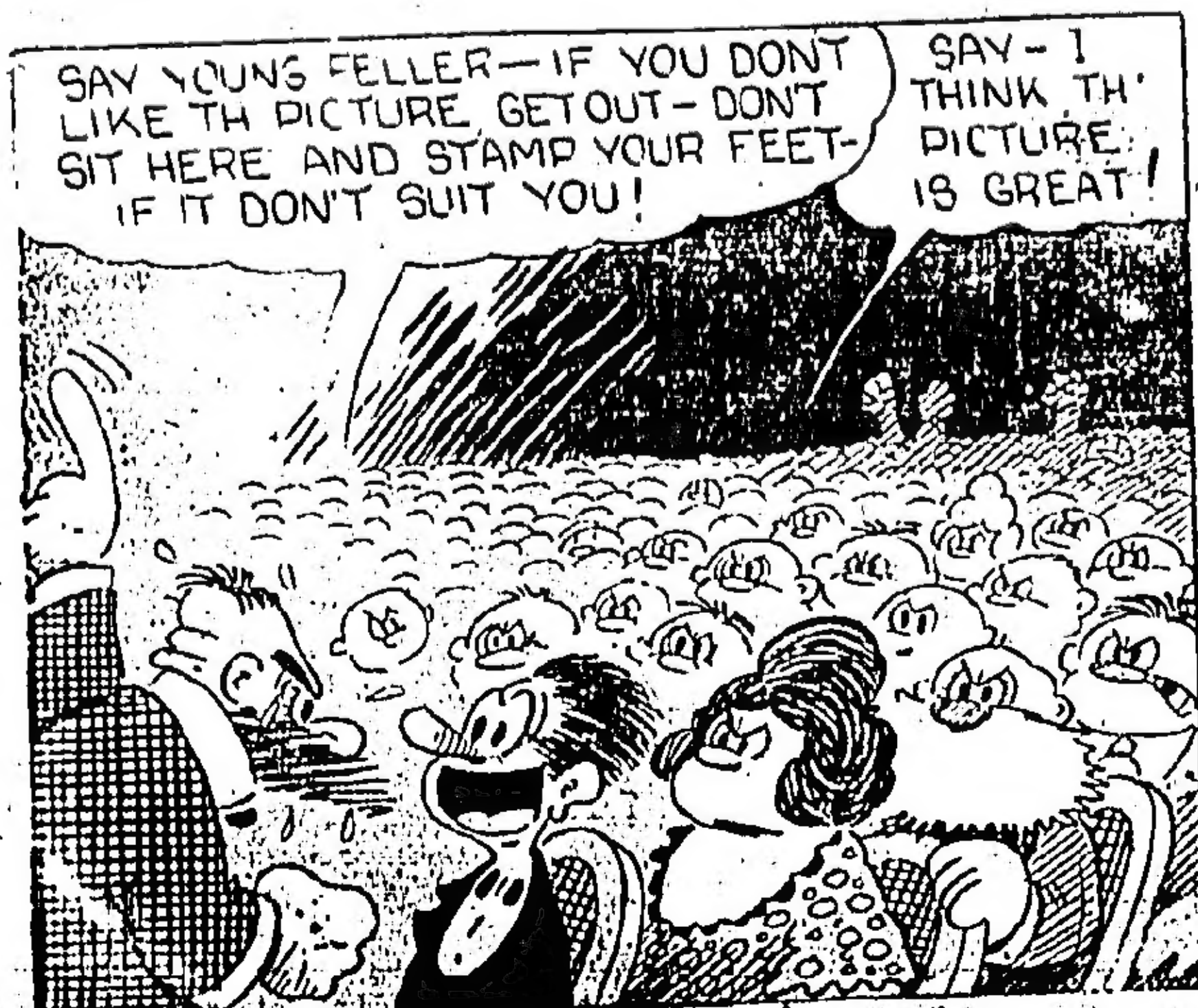
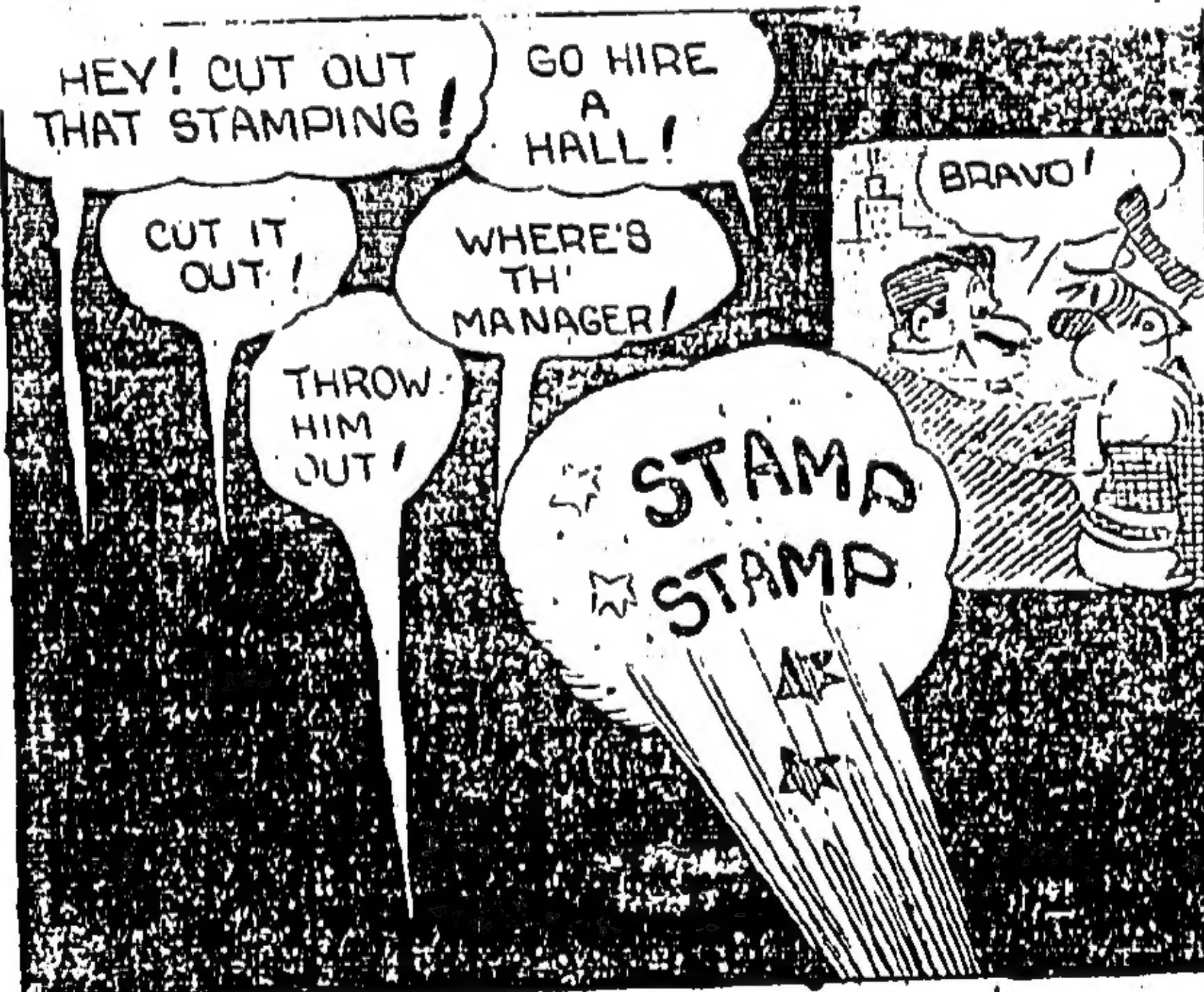
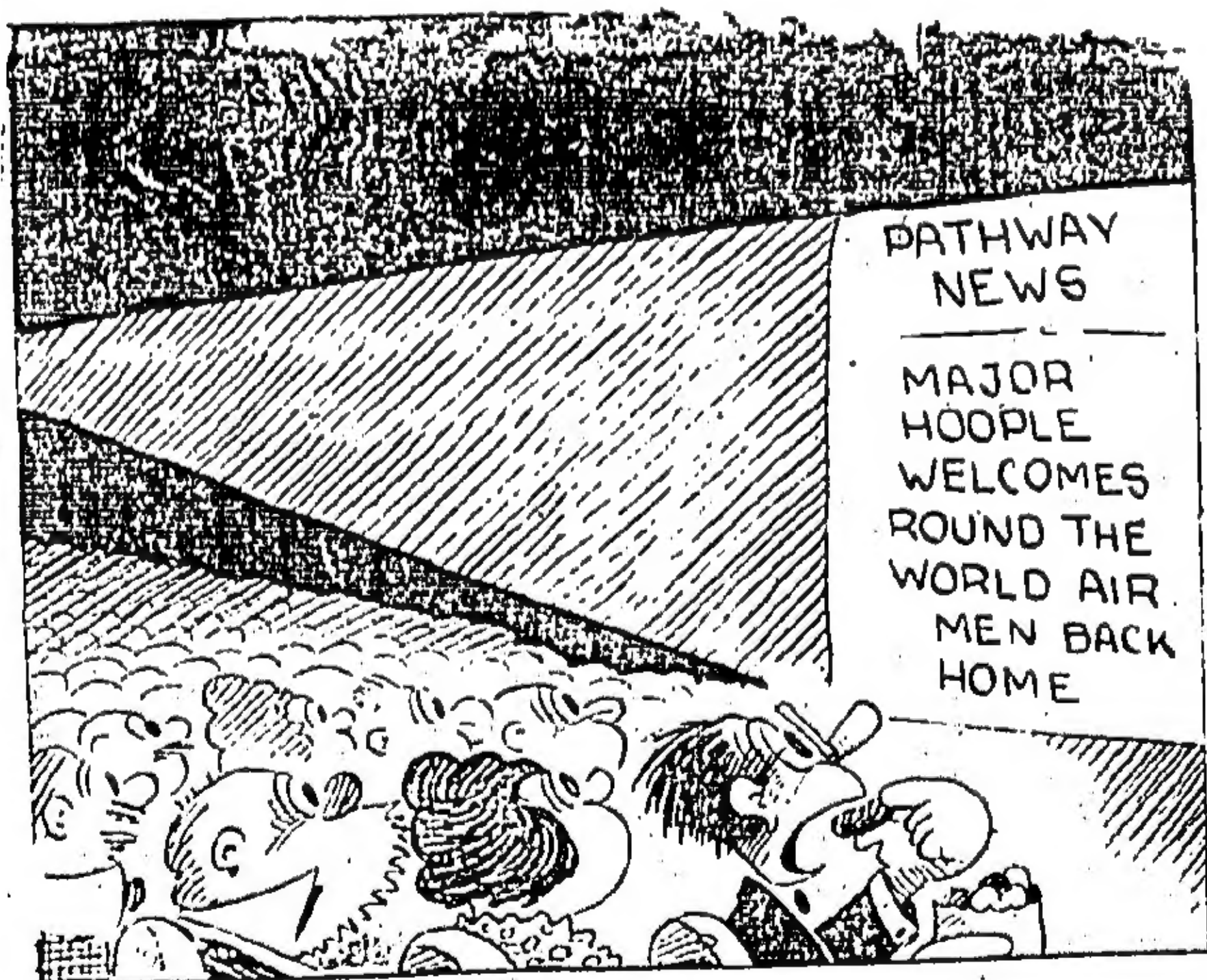
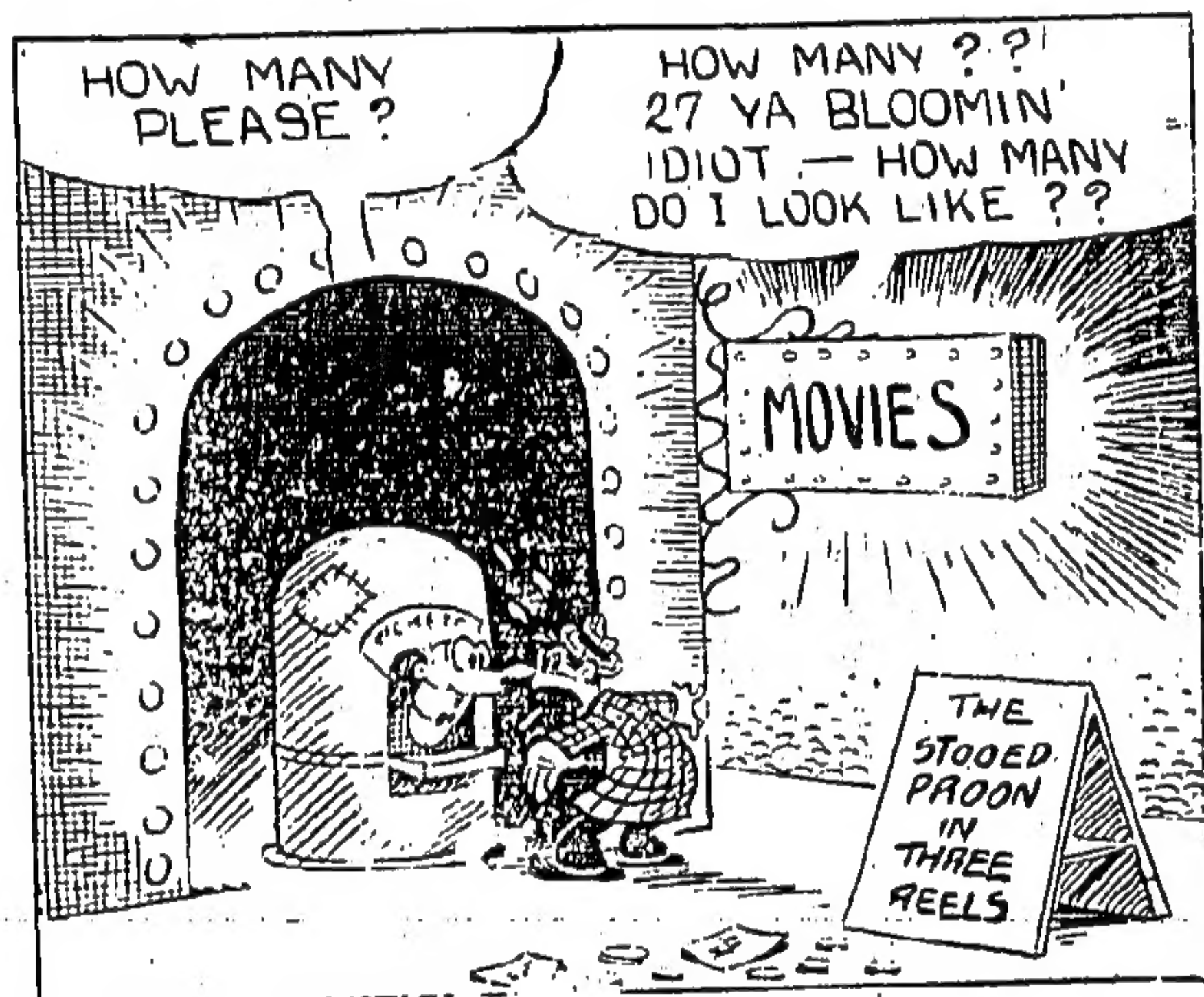
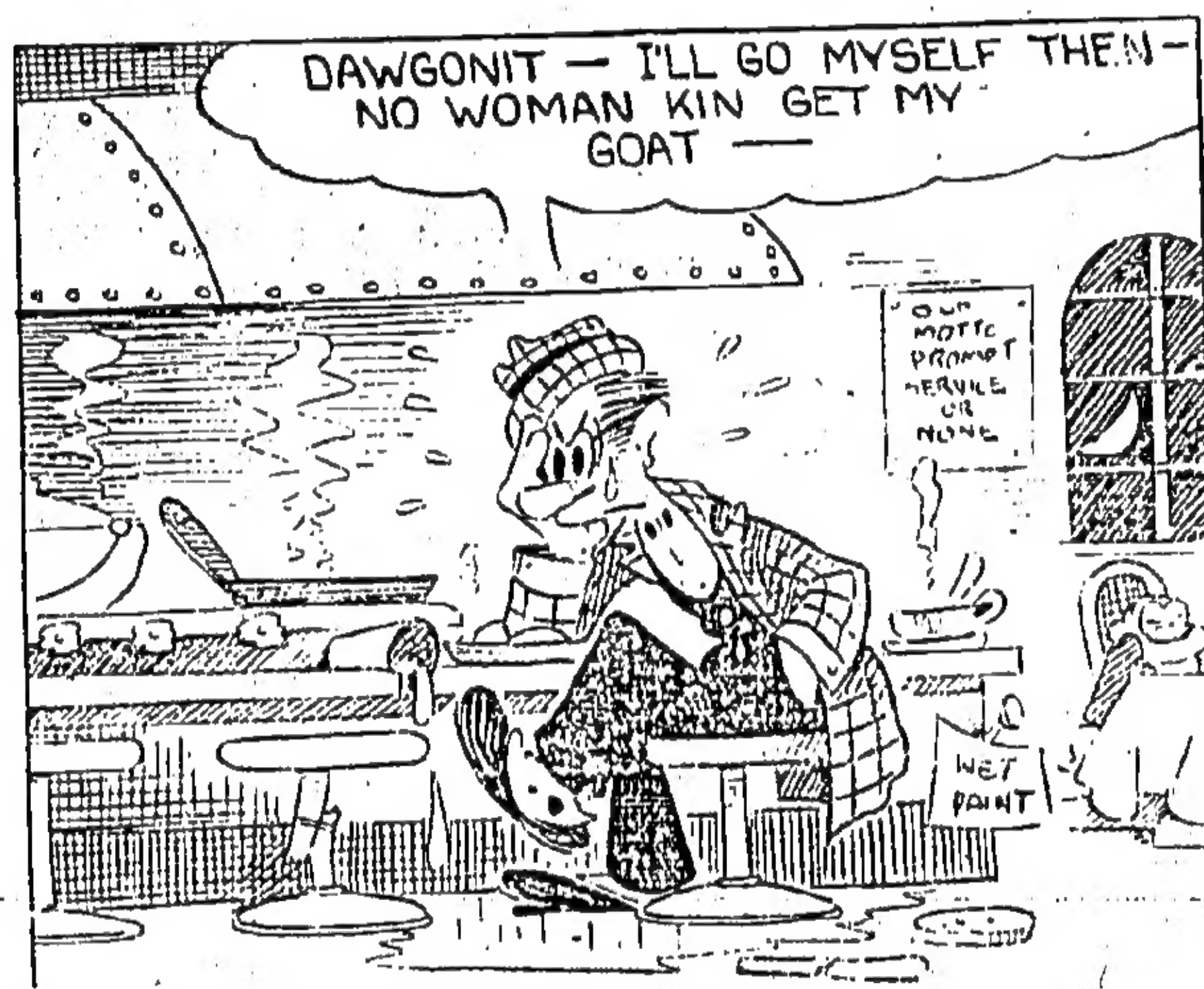
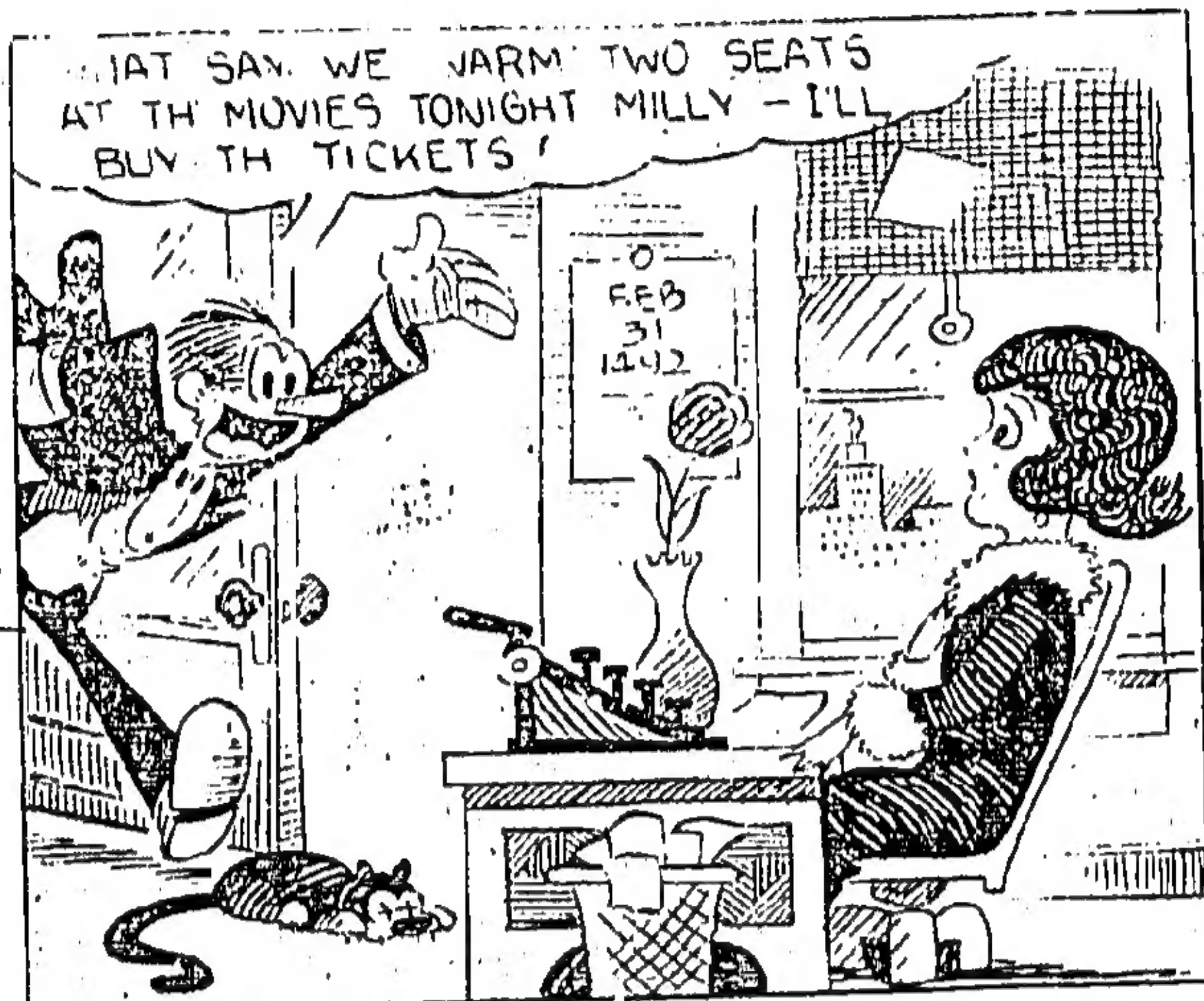
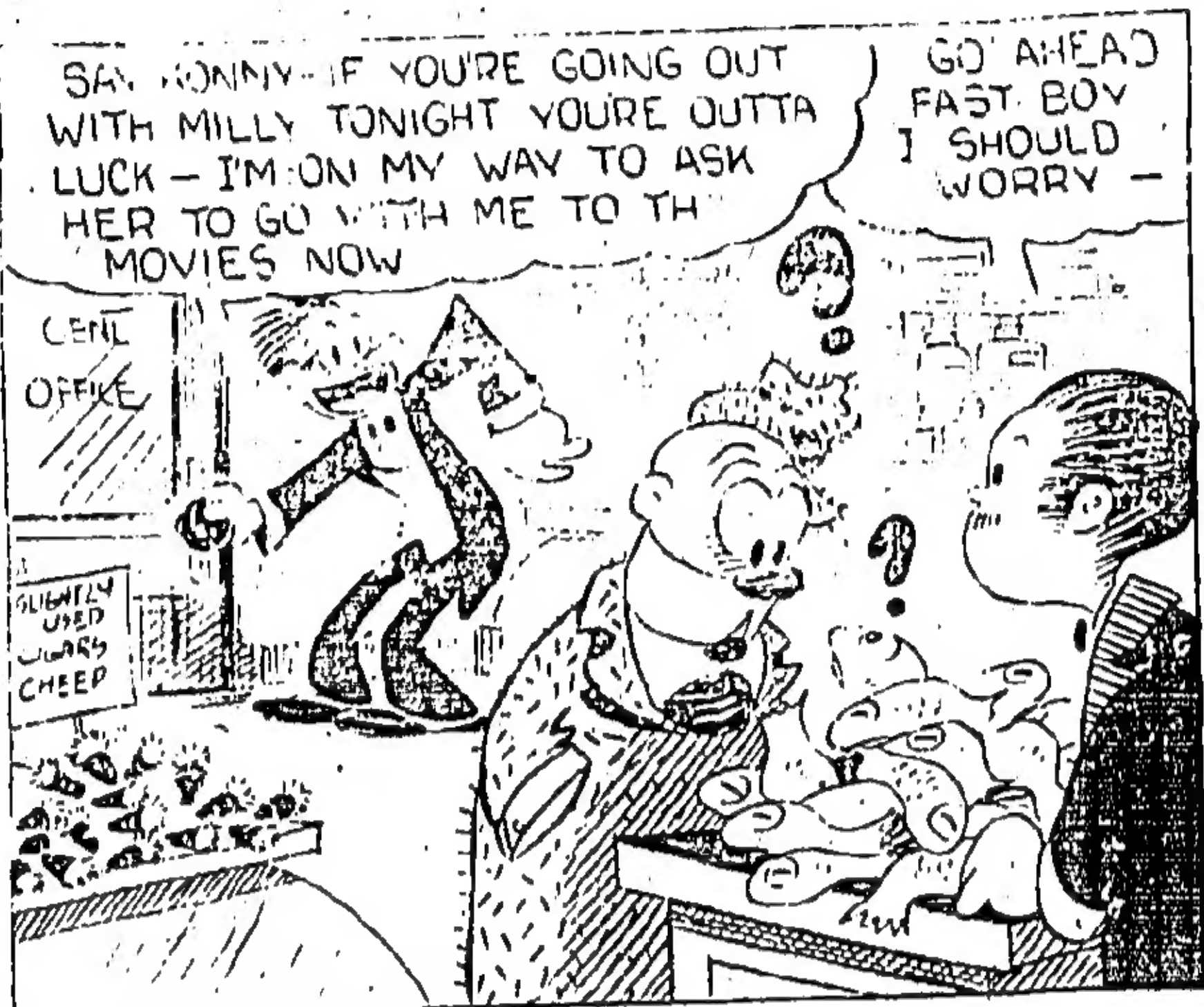
HER office frocks were always in good taste—as neat and business-like as her methods yet they possessed a distinctive, cheery smartness. The men didn't consider the why and wherefore; they just voted her smart. Her fellow typists didn't ask her for patterns—they began to study the colours which suited them. Follow the fashion in style by all means, but wear the colours that give you individuality. Dye your frocks and blouses; there are twenty-four shades of Twink, and your shades are there. Follow the directions carefully, and delightful results are certain.

Of all Chemists, Grocers, Sapers, Orators, Chandlers, etc.

Twink is made in the following 24 beautiful shades:—
Blue, Green, Yellow, Red, Orange, Brown, Black, Grey, White, Pink, Purple, Lavender, Mauve, Tan, Cream, Gold, Silver, Bronze, Copper, Steel, Lead, Tin, Zinc, Iron, Nickel, Chrome, Platinum.

AGENTS:—

The China Soap Co., Ltd.
Shanghai-Hongkong-Tientsin
Hankow-Tientsin-Mookden



PRELIMINARY ANNOUNCEMENT OF New "Telegraph" Competition

A FIVE-SEATER MOTOR CAR FREE!

This is to notify our readers that we have decided to abandon our weekly FOOTBALL COMPETITION in favour of an extremely simple contest which will be known as:-

"THE TELEGRAPH" MOTOR CAR COMPETITION.

It should be clearly understood that this WILL NOT BE A SUBSCRIPTION STUNT similar to those recently held in various parts of the East--competitions which place competitors under the obligation of canvassing for subscribers to a newspaper for a period of a year or more, but a SIMPLE CONTEST for all of our readers, WHETHER THEY BE SUBSCRIBERS TO THE "TELEGRAPH" OR NOT.

SIMPLE RULES AND ONLY ONE CONDITION

--and that is, readers must cut out the coupon which will appear daily, fill in their names and send their coupons in to this office.

The Competition will COMMENCE on Monday, 22nd. of December, and finish on Saturday, 25th. of April.

The result will be announced on MAY DAY.

To the competitor who sends in the highest number of coupons will be awarded.

A 1925 FIVE-PASSENGER SPECIAL MODEL DODGE MOTOR CAR

SECOND AND THIRD PRIZES

will be given of a

HANDSOME GRAMAPHONE

AND

A NEW TYPEWRITER

Look out for further particulars of

THE FIRST COMPETITION IN HONGKONG WHICH MAY MAKE YOU AN OWNER-DRIVER WITHOUT COST, WORRY, IRKSOME CONDITIONS OR OBLIGATION.

(Members of the "Telegraph" staff will not be eligible to compete).

PARTNER'S DEATH.

COMPLICATES LEGAL ACTION.

The death of the managing partner of a firm presented difficulties at the Summary Court this morning, the question of ability to give judgment against a firm being raised.

Mr. Brooks was for the plaintiff, who was claiming \$720 for goods sold and delivered.

A fork of the firm said it was still in existence but he had never seen any partner other than the man who had died.

The manager of the plaintiff firm gave evidence of having seen the photograph of a further partner on the license.

Judgment, with stay of execution for a week, was granted.

BOXING FILMS.

AT WORLD THEATRE.

The management of the World Theatre announces the biggest boxing show ever seen here in nine full reels of thrills and excitement for four days' run commencing to-day. The fights filmed are: Dempsey v. Gibbons, 15 rounds; and Firpo v. Wills, 12 rounds. So great was the interest and enthusiasm aroused when Harry Wills and Luis Firpo fought a sensational twelve round bout at Jersey on Sept. 12th that thousands of people were turned out from Boyle's famous

OBITUARY.

DEATH OF SHAMEEN RESIDENT.

The Canton Gazette announces the death of an old Shamoon resident, Mr. G. G. Hoppeler, who passed away on Sunday at 12.30 p.m. He had been ill for some time, and latterly had been unconscious for several days, remaining so until the end.

The deceased, who 57 years of age, was a popular member of the Shamoon community, and his loss will be keenly felt. He came out originally to China as a silk expert for the firm of Carlowitz & Co., subsequently joining Messrs. Villa Brothers.

The funeral was attended by a large number of foreign and Chinese friends. The coffin was borne from the British Steps, Shamoon, at 3.30 p.m., and was covered with beautiful floral tributes.

30-acres stadium. When James A. Johnson announced that Dempsey was fighting Gibbons in Shelby, nobody believed it until "Doc" Kearns, Dempsey's manager and Eddie Kane, Gibbons' manager confirmed the news published. The public thought it was impossible to raise enough money to pay the world's champion, and no one would risk the purse for it. The bout was held in the open air and under the summer sun. The cinema will bring you to the ring-side and show two of the world's greatest bouts.

CORRESPONDENCE.

(To the Editor, "Hongkong Telegraph")

Union Church Kowloon.

Sir--The letter from "Communicant Member," which appeared in your issue of last evening, is most informative, in the sense that it discloses, for the first time during this controversy, that besides a Subscribers' List there is a Communicants' Roll in connection with the Union Church at Kowloon. Seeing that "Subscriber" appeared to be so well informed on the whole subject, let me say I am surprised that he omitted to mention such a vital point. However, the information, though belated, clears the atmosphere somewhat.

The position is now clear to me--there are subscribers and there are communicants, the latter of whom are people "in full communion" with the particular denomination to which they normally belong. But may I ask what is the position of the man or woman joining Union Church who has never before been "in full communion" with any denomination and who therefore cannot produce any documentary evidence that he has embraced any Christian doctrine whatever? And what of the young people who merely pass from the Sunday School into Union Church--do they have to subscribe to any religious formula? Is there a Communicants' Class for such people? If so, they clearly must be taught some doctrine. If not, what is their exact status in the church? Are they only in the position of the man who, by subscribing a sum of money, has a right to a voice in church management?

"Communicant Member" says that my suggestion of requiring members to subscribe to a simple creed would mean the formation of another denomination. I cannot see it. I suggest no new doctrine. What I advocate is simply affirmation in fundamental beliefs which are common to all branches of the Christian Church. Do I think it wise to "water down" Christianity to a statement of less than a dozen words? Most decidedly, if it can be done. There is no greater need, in my opinion, than a statement of the great truths of Christianity in simple, understandable terms. The curse of present-day conceptions of Christianity is to be found in the varying doctrinal interpretations put upon it by rival churches. Simplify the religion, without sacrificing essentials, and Christianity will attract more, and not fewer, adherents.

Yours, etc.,

ENQUIRER.

Kowloon, Dec. 17th, 1924.

QUADRUPLE WEDDING.

FOUR SONS TO MARRY.

Mr. Ma Ying-piu, well-known in the business circles of the Colony, settles a big family problem in one day early next month, when his four oldest sons will be united in marriage to daughters of prominent Chinese families. This quadruple marriage will be performed, it is understood, by a clergyman at St. John's Cathedral, and a precedent will have been thus established in functions of this nature, Chinese or foreign.

All four bridegrooms-to-be are engaged in business, two in Shanghai, one in Hongkong and the fourth with the Heungshan Bank in Shokki. The father is connected with the Sincere Company, and is Manager of the National Commercial Savings Bank, besides being interested in other spheres of business. Mrs. Ma Ying-piu is a prominent Christian worker, being leader of the Hongkong branch of the Chinese Young Women's Christian Association.

LATE MR. E. T. ARNOLD.

FUNERAL AT HAPPY VALLEY.

The funeral of the late Mr. E. Thornley Arnold took place at Happy Valley, in the Protestant Cemetery, yesterday afternoon, the graveside service being conducted by the Rev. G. R. Lindsay, M.A. A large number were present. The floral tributes, in addition to the family wreaths, included: Mr. and Mrs. Blake, Mrs. H. W. Chanoy, Mr. and Mrs. Everest, Mr. A. Logan, Miss Logan, Mr. and Mrs. J. J. McKinn, Mr. H. L. Stainfield and Miss M. L. Stirling, Mr. A. Trambitsky and Mr. S. T. Low, Mr. W. E. Wilson, and "From officers of the S.S. Lung Kwong."

Christmas Hospitality

Celebrate in the "good old fashioned way"

We submit

Turkeys,
Geese,
Capons,
Chickens,
Sucking Pigs,
Australian Beef,
Mutton,
Lamb,
Hams,
Bacon,
Meat Game & Pork Pies,
Sausages,
Sausage Meats, etc.

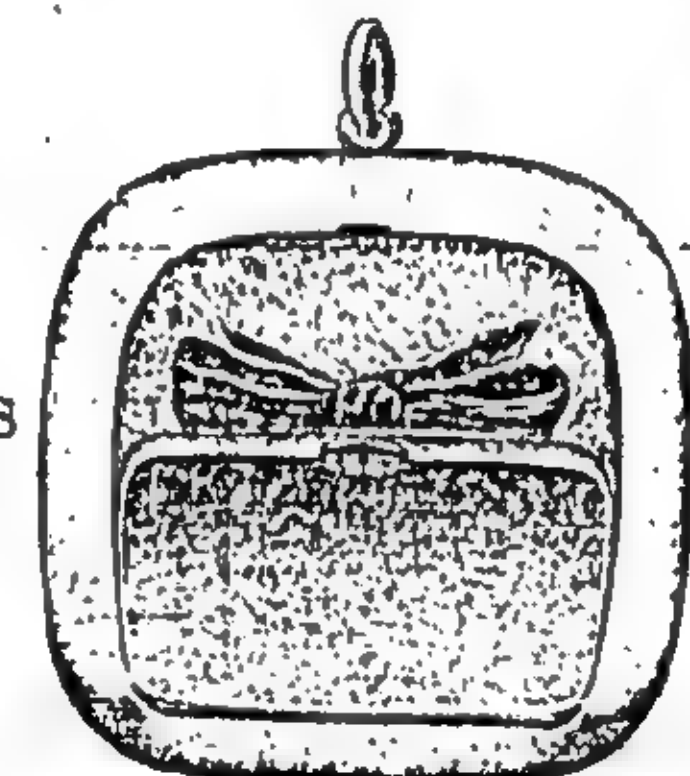
Order early and ensure satisfaction.

The Dairy Farm, Ice & Cold Storage Co., Ltd.

CHRISTMAS GIFTS.

LADIES DIAMOND DRESS RINGS
IN ALL THE LATEST STYLES.

GENTLEMEN'S
GOLD LINKS
FROM
\$10.50
A PAIR.



LADIES
AND
GENTLEMEN'S
GOLD SIGNET
RINGS
FROM
\$15.00-

LADIES
GOLD VANITY AND CIGARETTE CASES.

WE HAVE A RANGE OF TWO HUNDRED
BROOCHES FOR YOU TO SELECT FROM

LANE, CRAWFORD, LTD.

JEWELLERS and SILVERSMITHS.

HONGKONG.

OPEN TILL 6 P.M.

THE STAR

MONDAY, DECEMBER 22nd.

at 9.15

GRAND CONCERT

BY

SIGNOR GIULIO

RONCONI

World Famous Italian Baritone
Student of Cologno and creator of the leading baritone roles in
Meyerher's "L'Africaine" Verdi's "Otello"
etc., etc., etc.

Assisted by Mr. HARRY ORE, at The Piano.

POPULAR PRICES: \$3, \$2 & \$1.

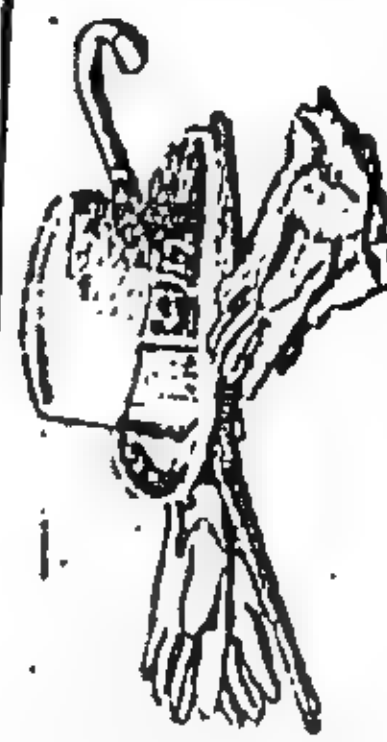
BOOKING AT MOUTRIE'S AND THE STAR.



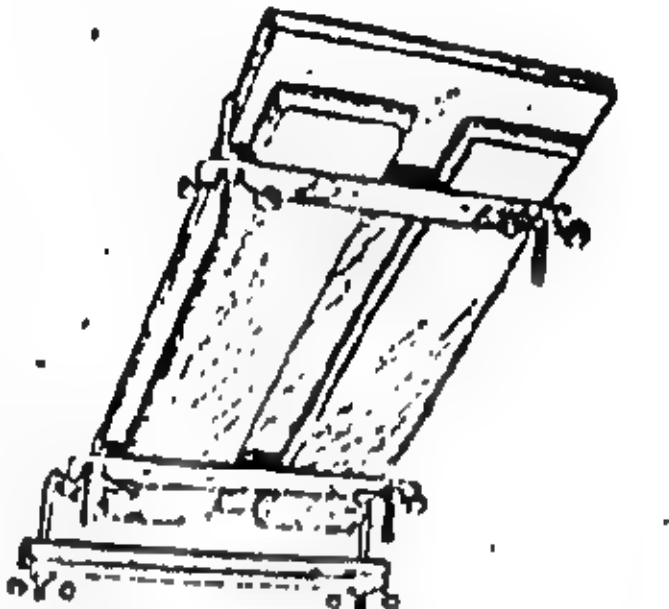
XMAS PRESENTS

FOR YOUR GENTLEMAN FRIENDS.

We have now on show a splendid assortment of Christmas Gifts. These we shall be pleased to show you and help make a selection of those goods which will be appreciated by your friends:



UMBRELLAS and WALKING STICKS,
BOOKS, GLOVES, HANDKERCHIEFS,
"JAEGER" SWEATERS and WAIST-
COATS, SUIT and ATTACHE CASES,
MILITARY HAIR BRUSHES, SLIPPERS,
STUDS and LINKS.



TROUSER PRESSES,
TRAVELLING RUGS,
DRESSING GOWNS,



MUFFLERS in Silk,
Artificial Silk & Wool.

NECKWEAR in Open
End Style, Knitted
and Batswing.



Our store will remain
open until 6 p.m.

WHEN YOU BUY GIN, SEE
THAT YOU BUY

THE OLD FAVOURITE

BOORD'S

SEE THE LABEL

CAT ON BARREL

SOLE AGENTS,

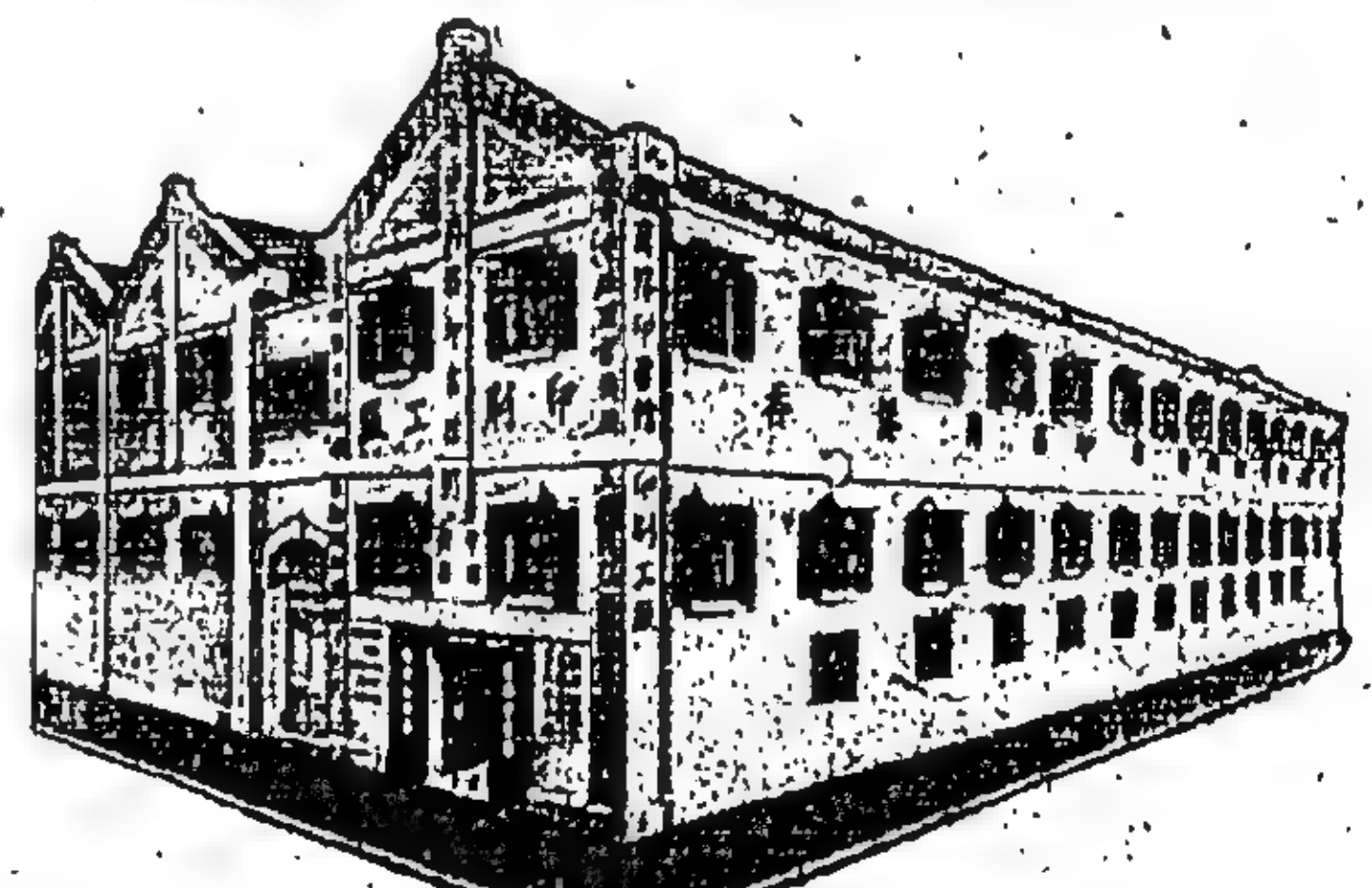
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know values
quickly
appreciate
quality.

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EVERY DESCRIPTION OF PRINTING, COPPER-PLATE ENGRAVING, ETC.



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PRESENTS of the XMAS SEASON

We have just received a choice selection of
HOUBIGANT and COTY'S
PERFUMES, POWDERS,
TOILET SOAPS and CREAMS.

GILLETTE and AUTOSTROP
SAFETY RAZORS

In the newest styles

THE PHARMACY

FLETCHER CO. LTD.

14, Queen's Road, Central.

Things you can choose at Mackintosh's for Christmas Gifts

Ties Woollies
Gloves Waistcoats
Belts Golf Stockings
Socks Walking Sticks
Slippers Dressing Gowns
Handkerchiefs Set of Dress Studs
and many other articles equally suitable

Our store will remain open until 6 p.m.
from Monday the 16th. Inst. until Xmas Eve.

MACKINTOSH
& CO., LTD.

MEN'S WEAR SPECIALISTS
Alexandra Buildings, Des Voeux Road.

G. FALCONER & CO. (HONGKONG) LTD.

UNION BUILDING (OPPOSITE G.P.O.)

WATCH & CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.

A fine selection of English Jewellery Sterling Silver
Ware Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts Heath Sextants, Night Glasses etc.
Kelvin Navigational Instruments Stanley Drawing Instruments
Ross London Telescopes & Binoculars Watts Theodolites, Levels etc.

We invite the Public to call and inspect our
varied stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established - - - - - 1855

CHRISTMAS AND NEW YEAR ANNOUNCEMENTS

GRAND CARNIVALS



Fancy
or
Evening
Dress
Optional

HONGKONG HOTEL

BOXING NIGHT December 26th.

LATE CAR TO PEAK 1.30 a.m.

TEA DANCES DAILY
DINNER DANCES NIGHTLY
IN

GRILL ROOM

REPULSE BAY HOTEL

NEW YEAR'S EVE, December 31st.

GRAND NEW YEAR CELEBRATION

DINNER DANCE

(Fancy or Evening Dress Optional)

LATE CAR TO PEAK 2.00 a.m.
LATE BUS TO HONGKONG 1.15 a.m.
LATE BUS TO PEAK HOTEL 1.15 a.m.

TEA DANCES

FRIDAY—December 26th.

SATURDAY—December 27th.

DINNER DANCES

SATURDAY—December 27th.

SATURDAY—January 3rd.

THURSDAY—January 1st.

ORCHESTRAL CONCERT

during TIFFIN—to be followed by

TEA DANCE.

TABLES FOR ABOVE MAY NOW BE RESERVED.

THE HONGKONG & SHANGHAI HOTELS, LTD.

CAMERA NEWS



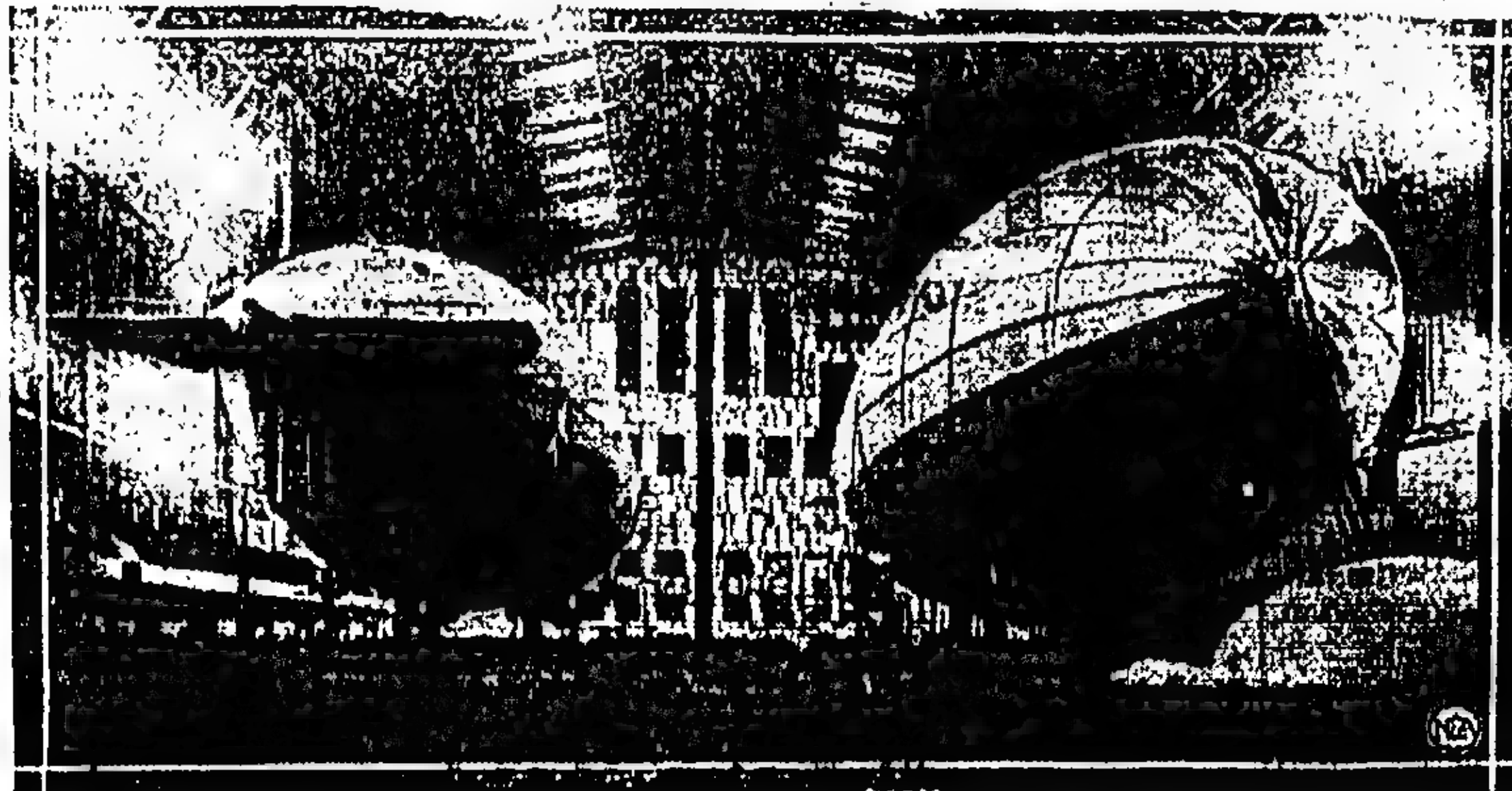
ARMISTICE DAY.—The King laying his wreath at the base of the Cenotaph in Whitehall before the Great Silence on the sixth commemoration of Armistice Day. ("The Times" copyright photograph).



MR. BALDWIN AT CHEQUERS.—The Prime Minister (Mr. Stanley Baldwin) at ease by the fireside at Chequers, his official country residence, where he spent the week-end following his re-assumption of office. ("The Times" copyright photograph).



SCENE AT THE CENOTAPH.—His Majesty, accompanied by the Prince of Wales, the Duke of York and Prince Arthur of Connaught, arriving from the Home Office for the service at the Cenotaph on Armistice Day, which was conducted by the Bishop of London. The Prince of Wales followed the King in placing a wreath at the foot of the Imperial memorial. ("The Times" copyright photograph).



TWO GIANTS.—Shenandoah and ZR-3, the U.S. Navy's Zeppelins, are shown here side by side for the first time. The Shenandoah returned from the trip across the United States to find her German-built mate in possession of the double hangar at Lakshur. The Shenandoah, at left, is more slender than the ZR-3.



BIG BLOOMS.—Little Elaine Cochran displays three prize-winning chrysanthemums from a New York flower show.

Shipping Europe, Australian, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
MOUDAN	6,996	24th Dec.	S'pore, P'ang, C'bo & B'bay
CHIVA	9,135	27th Dec.	M'los, L'don, R'dam, H'burg, Antwerp & Hull
MACEDONIA	11,089	10th Jan. 1925	Marseilles & London
SICILIA	6,813	21st Jan. "	S'pore, P'ang, C'bo & B'bay
KALYAN	9,118	24th Jan. "	M'los, L'don, R'dam & Antwerp
MOREA	10,911	7th Feb. "	Marseilles & London
SARDINIA	6,684	18th Feb. "	S'pore, P'ang, C'bo & B'bay
KASHMIR	8,963	21st Feb. "	M'los, L'don, R'dam & Antwerp
MALWA	10,941	7th Mar. "	Marseilles & London
SUDAN	6,686	18th Mar. "	S'pore, P'ang, C'bo & B'bay
KASHGAR	9,005	21st Mar. "	M'los, L'don, R'dam & Antwerp
SICILIA	6,813	31st Mar. "	S'pore, P'ang, C'bo & B'bay
HAN TUA	10,902	4th Apr. "	Marseilles & London
KARMA	9,098	18th Apr. "	M'los, L'don, R'dam & Antwerp
MACEDONIA	11,089	2nd May "	Marseilles & London
SARDINIA	6,684	16th May "	S'pore, P'ang, C'bo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

*A. L'WA	8,500	20th Dec.	Singapore
*A. L'WA	8,500	5th Jan.	S'pore, Penang & Calcutta
*A. L'WA	8,500	11th Jan.	S'pore, Penang & Calcutta

*Passengers & Cargo for Calcutta will be shipped at Singapore.

EASTERN & AUSTRALIAN SAILINGS (South)

*KARUMA	6,009	30th Dec.	Manila, S'kan, Thursday Is.
*ALBANS	4,501	4th Jan. 1925	Townsville, B'hane, Sydney and Melbourne.
*INDA	6,956	28th Feb. "	

*Calls at Kolambangan.
*The Union & Co. Steamship Co. connects with the following:-
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch steamers to London via the Cape.
The P. & O. Branch steamers to Australia via the Cape.
The P. & O. Branch steamers to Australia via the Cape.

SAILINGS TO SHANGHAI & JAPAN.

FAKADA	6,949	26th Dec.	Moji & Kobe
SICILIA	6,813	27th Dec.	Shanghai, Moji & Kobe
KALYAN	9,118	28th Dec.	Shanghai, Moji & Kobe
KALWA	8,500	1st Jan. 1925	Amoy
*ALBANS	4,501	3rd Jan. "	Moji & Kobe
DOUGLA	8,683	7th Jan. "	Kobe only
MALWA	10,900	10th Jan. "	Kobe & Moji
MOREA	10,911	10th Jan. "	Shanghai, Moji & Kobe
KASHMIR	8,963	24th Jan. "	Shanghai, Moji & Kobe
SARDINIA	6,684	24th Jan. "	Shanghai, Moji & Kobe
MALWA	10,941	7th Feb. "	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bdg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Steamer	Due Hongkong	Vessel	Leaves Hongkong
GLEN TARA	17th Dec.	C. R. N. A. VO. SHIR	1st Jan.
GLENBEG	25th Dec.	L'don, R'dam & H'burg via Oran	23rd Jan.
GLENSHIEL	7th Jan.	London, Rotterdam & H'burg	1st Feb.
RE BROKESHIRE	22nd Jan.	GLENBEG	1st Feb.
GLENIFFER	5th Feb.	London, Rotterdam & H'burg	15th Feb.

Movements are subject to change without notice.
For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3698.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave Hongkong for M'los, S'kan, Thurs. Is. & A'lian Ports
TAIYUAN	15th Dec.	20th Dec.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to
Butterfield & Swire.
Telephone Central No. 36.
Agents.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at H'kg and Sailing for S'hai & Japan	Pro. Sailing for H'kg and Japan
ANGERS			21st Dec.
PAUL LECAT			4th Jan. 1925.
ANDRE LEBON	20th Nov.	22nd Dec.	18th "
AMBOISE	4th Dec.	5th Jan. 1925.	1st Feb. "
CHANTILLY	18th Dec.	19th Jan. "	15th Feb. "
PORTHOS	1st Jan.	2nd Feb. "	1st Mar. "

RATES OF PASSAGE MONEY TO MARSEILLES.
(Including Table Wine and free Doctor's attendance)
1st Class £95.0.0 (2nd Class £83.0.0)
2nd Class £68.0.0 (3rd Class £56.0.0)
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S. "SI-KIANG" from Dunkirk, London, Havre is due to arrive about 3rd week of December.

For full particulars apply to:-
Messageries Maritimes Co.
3 Queen's Building.
Telephone Central 74

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through passage rates to Europe via America U. 1405. G. 1420. G. 1440

KAGA MARU Wednesday, 17th Dec. at 11 a.m.

IYO MARU Thursday, 18th Jan. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

TOSHIMI MARU (Calls R'dam) Wed., 17th Dec. at 11 a.m.

HAZAKI MARU Wednesday, 31st Dec. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM & Ports.

DAKAR MARU Sunday, 7th Feb.

LIVERPOOL via ADEN & MARSEILLES.

LIMA MARU Monday, 8th Feb.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 17th Dec. at 11 a.m.

ARI MARU Wednesday, 14th Jan. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU Sunday, 4th Jan. 1925.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU (Calls Delagoa Bay & P.E.) Wed. 24th Dec.

BOMBAY via Singapore & Colombo.

SADO MARU Thursday, 18th Dec.

TOKUSHIMA MARU Tuesday, 23rd Dec.

CALCUTTA via Singapore, Penang & Rangoon.

YAMATO MARU Sunday, 21st Dec.

YAMAGATA MARU Wednesday, 31st Dec.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Wednesday, 14th Jan.

SHANGHAI, KOBE & YOKOHAMA.

KITANO MARU Wednesday, 17th Dec.

TASMANIA MARU Wednesday, 17th Dec.

MORIOKA MARU Monday, 22nd Dec.

HARUNA MARU Tuesday, 30th Dec.

For further information apply to:- NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

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NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOLTON CASTLE" Sails about 3rd Jan.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "NUMIDIA"	Sails about 22nd Dec.
S.S. "VENEZIA"	Sails about 1st Jan. 1925.
S.S. "LACONIA"	Sails about 22nd Jan. "
S.S. "FIUME-L"	Sails about 1st Feb. "

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "NIPPON"	Sails about 2nd Jan. 1925.
S.S. "ROSANDRA"	Sails about 7th Jan. "
S.S. "NUMIDIA"	Sails about 2nd Feb. "
S.S. "VENEZIA"	Sails about 7th Feb. "
S.S. "LACONIA"	Sails about 26th Feb. "
S.S. "FIUME-L"	Sails about 7th Mar. "

NATAL LINE OF STEAMERS.

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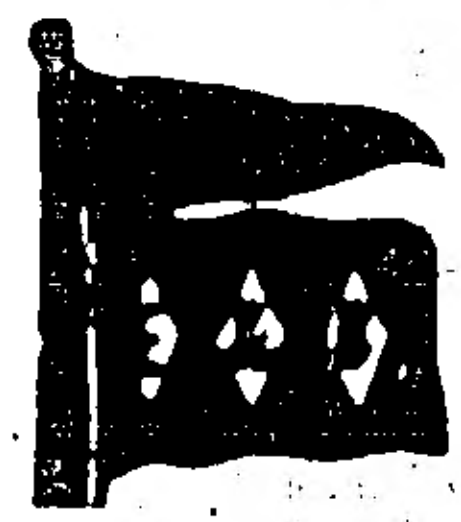
S.S. "UMTALI" Sails about 31st Dec.

Regular Passenger and Cargo Service to South African Ports.
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COMPANY, LTD.

Projected Sailings from Hongkong

Subject to alteration.

City of Tokio 15th Jan. M'los, L'don, R'dam, H'burg & Antwerp

City of Baroda 22nd Dec. Shanghai & Japan

City of Karachi 29th Jan. Marseilles, London, etc.

City of Baroda 4th Mar. Marseilles, London, etc.

Trafalgar Hall 11th Apr. Marseilles, London, etc.

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COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
KOBE via S'hai & Moji	Lalsang	Wed. 17th Dec. at 4 p.m.
SANDAKAN	Hinsang	Wed. 17th Dec. at noon.
SHANGHAI via Swatow	Wosang	Fri. 19th Dec. at 7 a.m.
MANILA via Amoy	Yuesang	Sat. 20th Dec. at noon.
HAIPHONG via Hoihow	Leesang	Sun. 21st Dec. at 9 a.m.
TIENTSIN	Chipsang	Tues. 23rd Dec. at 7 a.m.
S'IAO via S'tow & S'hai	Fausang	Tues. 23rd Dec. at 7 a.m.
SHANGHAI via S'tow	Waisang	Fri. 24th Dec. at 7 a.m.
BANGKOK via Swatow	Chaksang	Sun. 28th Dec. at 7 a.m.

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Steamships.	Captain.	Leaving.
Haining ...	A. H. Stewart ...	FRI., 19th inst. at 1 p.m.
Haining ...	W. C. Passmore ...	TUES., 23rd inst. at 4 p.m.
Haining ...	Ellis Walker ...	SUN., 28th inst. at 10 a.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
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Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haihong" & "Haiching" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

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Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

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For SINGAPORE, PENANG & BELAWAN DELI DIRECT.
Offers excellent saloon accommodation; all lower berths English Cuisine, doctor carried, wireless telegraph.

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For San Francisco & Los Angeles from Hongkong
by Direct Route.

23 days to San Francisco	28 days to Los Angeles
J.S.S.B. "West Jester" ...	Duo Hongkong 28th Dec.
	Leaves Hongkong 2nd Jan.
U.S.S.B. "West Sequana" ...	Duo Hongkong 12th Jan.
	Leaves Hongkong 13th Jan.

Cargo Accepted for Transshipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U. S. & Canadian Overland Points.

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U.S.S.B. "West Sequana" ... Duo Hongkong 17th Dec.

Leaves Hongkong 19th Dec.

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U.S.S.B. "West Prospect" ... Duo Hongkong 23rd Dec.

Leaves Hongkong 24th Dec.

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and North Continental Ports.

Outward Bound Steamers due to Arrive Hongkong.

S.S. SALAWATI	19th December.
S.S. OLDEKERK	13th January, 1925.
S.S. GEVMA	10th February.
S.S. OOSTERK	10th March.

Sailings for Rotterdam, Amsterdam, Hamburg & Bremen.

S.S. OLDEKERK 24th December.

S.S. SALAWATI End of January, 1925.

S.S. OLDEKERK End of February.

All steamers have a limited accommodation for passengers.

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